

*NHTSA
Region 7*

**MISSOURI
2011
ANNUAL REPORT**

*Missouri Department of Transportation
Traffic & Highway Safety Division
P.O. Box 270
Jefferson City, MO 65102
573-751-4161 or 800-800-2358*

TABLE OF CONTENTS

Foreword

Executive Summary

Program Areas

(All program funding is supported by the Regular Section 402 Grant Program unless otherwise specified.)

- I. Police Traffic Services (including Aggressive Driving, Speed Involvement, Older Drivers, Young Drivers under 21, Other Hazardous Moving, Alcohol Impairment)
- II. Alcohol including Youth Alcohol (Sections 410, 154 AL)
- III. Occupant Protection (including Seat Belt Use, School Buses, and Section 2011(d) Child Passenger Safety)
- IV. Engineering and Data Collection (Sections 408, 154 HE, and Traffic Records)
- V. Public Information and Education
- VI. Miscellaneous (Team Spirit, ThinkFirst, Driver Training, Emergency Medical Services, Young Driver Program, Rail Safety, Bicycle/Pedestrian Safety, Section 2010 Motorcycle Safety, Safe Communities)

FY 2011 Budget and Project Listing

FOREWORD

The MoDOT mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. The Traffic & Highway Safety Division (THSD), Office of Highway Safety (OHS), works specifically to reduce the number and severity of traffic crashes resulting in deaths and injuries. This requires the staff to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Office of Highway Safety, Missouri Department of Transportation. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; the Missouri Coalition for Roadway Safety; Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and Region 7, National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

Comments or questions relevant to this report may be directed in writing to:

Leanna Depue
Highway Safety Director
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102
Phone: (573) 751-4161
Fax: (573) 634-5977

EXECUTIVE SUMMARY

GUIDELINES

In the State of Missouri, the state highway safety program is administered through the Office of Highway Safety (OHS), a unit of the Traffic & Highway Safety Division, Missouri Department of Transportation. The Annual Report for the OHS covers those activities funded for the period October 1, 2010 through September 30, 2011. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

PURPOSE

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. The goal of the OHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

PROBLEM IDENTIFICATION

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 2010, there were 151,350 traffic crashes in Missouri resulting in an economic loss to the state in excess of \$3.2 billion. In these crashes, 54,878 persons were injured while another 821 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for those aged 3-33.

PROBLEM SOLUTION

An annual Highway Safety Plan (HSP) is developed by the OHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable the OHS to produce a data-driven HSP:

- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic High Accident Locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

STRATEGIES

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the OHS is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Section 154 transfer, 157, 408, 2010, 410 SAFETEA-LU, and 2011(d).

SUCSESSES/RESULTS

Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death (fatalities per 100 million vehicle miles traveled) from 6.2 to 1.2 in 2010. In fact, more people ARRIVED ALIVE on Missouri roads in 2010, the fifth year in a row with a reduction in roadway fatalities. Missouri met its goal of 850 or fewer roadway fatalities by the end of 2012—two years early! Not since 1949 has Missouri seen so few people killed in highway crashes.

Year	Overall Crashes	Injuries	Deaths
2009	152,995	53,829	878
2010	151,350	54,878	821
	<1,645	<1,049	<57

While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

PROGRAM EVALUATION

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

INTERNAL ACTIVITIES

In addition to administering programs that are funded through state and local government agencies, OHS staff members participate in activities to further traffic safety within the state. These include, but aren't limited to:

- Production and distribution of traffic safety materials;
- Legislative tracking and review;
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

GRANT-FUNDED ACTIVITIES

The OHS contracts with State and Local governmental agencies to perform services designed to impact specified problem areas that result in traffic crashes. These problem areas include: Aggressive Driving, Older Drivers, Public Information and Education, Alcohol and Other Drugs, Occupant Restraints, Motorcycle Crashes, School Buses, Young Drivers, Commercial Motor Vehicles, Vulnerable Roadway Users, Engineering and Data Collection.

A total of 447 contracts were issued to grantees. Agencies are required to submit a synopsis of their grant activities for the fiscal year including the results of their efforts. Within this report we have included a sampling of some of the projects we feel were quite successful. A complete file of all annual reports is maintained within the OHS.

BUDGET

The total obligation of federal funding and expenditures by the State of Missouri for FY 2011 was as follows. Detailed project amounts are provided in the Budget Addendum.

FY11 OBLIGATION AMOUNTS

FUNDING		CURRENT	CARRYOVER	TOTAL	CARRYOVER	TOTAL
CODE	PROBLEM AREA	2011 FUNDS	FROM 2010	AVAILABLE	TO 2012	OBLIGATED
402 REG	All Traffic Safety	4,886,305.00	1,250,289.65	6,136,594.65	1,601,789.57	4,534,805.08
154	Transfer Funds - AL	4,311,790.00	2,125,160.32	6,436,950.32	3,252,922.68	3,184,027.64
154	Transfer Funds - HE	13,804,974.00	23,929,192.68	37,734,166.68	31,810,559.93	5,923,606.75
164	Transfer Funds - AL	3,152,317.00		3,152,317.00	3,152,317.00	-
164	Transfer Funds - HE	14,964,448.00		14,964,448.00	13,288,428.09	1,676,019.91
410	Alcohol	2,674,432.00	3,810,762.08	6,485,194.08	3,886,834.87	2,598,359.21
	SAFETEA-LU			-		
408	Data Program	524,505.00	1,062,864.84	1,587,369.84	984,924.16	602,445.68
2010	Motorcycle Safety	141,354.00	182,037.35	323,391.35	142,107.30	181,284.05
2011	Child Seats	341,002.00	848,583.56	1,189,585.56	639,494.72	550,090.84
TOTALS		44,801,127.00	33,208,890.48	78,010,017.48	58,759,378.32	19,250,639.16

ANNUAL EVALUATION REPORT SUMMARY OF MISSOURI DATA

	<u>Baseline Data 1995 - 1998</u>								
	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Fatalities	1,109	1,148	1,192	1,169	1,096	992	960	878	821
Serious Injuries (Defined as: Incapacitating Injury)	10,592	10,328	10,205	9,538	8,151	7,744	6,932	6,540	6,096
Fatalities and Serious Injuries Combined	11,701	11,476	11,397	10,707	9,247	8,736	7,892	7,418	6,917
Fatality Rate / 100 million VMT	1.9	1.9	1.9	1.8	1.6	1.4	1.3	1.3	1.2
Fatality and Serious Injury Rate/ 100 million VMT	19.8	18.8	18.1	16.6	13.4	12.6	10.9	10.7	9.8
Fatality Rate / 100K Population	20.6	21.1	21.7	21.2	18.8	16.9	16.2	14.7	13.7
Fatality and Serious Injury Rate / 100K population	217.6	211.3	207.9	193.9	158.2	148.6	147.2	123.9	115.5
Alcohol-Related Fatalities	266	286	242	277	273	243	262	265	218
Alcohol-Related Fatalities as percentage of All Fatalities (%)	23.99%	24.92%	20.31%	23.70%	24.91%	24.5%	27.30%	30.1%	31.9
Alcohol Related Fatality Rate / 100 million VMT	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Percent of Population Using Safety Belts*	unknown	unknown	unknown	60.42%	75.1%	77.16%	75.78%	77.18%	76%
Percent of unbelted drivers and occupants seriously injured in a crash	53.8%	52.7%	48.8%	46.1%	38.9%	36.5%	38.2%	35.1%	35.9%
Percent of unbelted occupants killed in a crash.	79.6%	76.8%	73.2%	69.6%	71.8%	66.8%	69.5%	67.1%	67.9%
State Population Estimates	5,378,247	5,431,553	5,481,193	5,521,765	5,842,713	5,878,415	5,911,605	5,987,580	5,988,927

*Seatbelt percentages from University of Central Missouri Seatbelt Usage Surveys.

Seatbelt usage percentages are for drivers and passengers of automobiles, sport utility vehicles, vans, and trucks only to ensure consistency across years.

POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public education and awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be drivers committing hazardous moving violations (especially speeders and drinking drivers) and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the *fatal* crashes occurred in rural areas.

A chart outlining the 14 Performance Measures is attached to this section.

BENCHMARKS

Established	Result
<p>Decrease aggressive driving-related fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 419 by 2010 • 410 by 2011 • 402 by 2012 • 394 by 2013 <p>• 2009 aggressive driving-related fatalities = 376</p>	<p>In 2009, there were 376 aggressive driving-related fatalities. In 2010, that number dropped to 364, a 3% decrease from the previous year.</p>
<p>Decrease speed-related fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 409 by 2010 • 401 by 2011 • 393 by 2012 • 321 by 2013 <p>2009 speed-related fatalities = 366</p>	<p>In 2009, there were 366 speed-related fatalities. In 2010, that number decreased to 341, a 7% decrease from the previous year.</p>
<p>Increase speed-related arrests made during grant-funded enforcement activities and mobilizations by 2 percent annually to:</p> <ul style="list-style-type: none"> • 96,924 by 2010 • 98,863 by 2011 • 100,840 by 2012 • 102,856 by 2013 <p>• 2009 speeding citations issued during grant-funded enforcement activities and mobilizations = 98,453</p>	<p>In 2009, there were 98,453 speeding citations issued during grant-funded enforcement activities and mobilizations. In 2010, that number increased to 128,848, a 31 % increase.</p>
<p>Decrease fatalities involving older drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 153 by 2010 • 150 by 2011 • 147 by 2012 • 142 by 2013 <p>• 2009 fatalities involving older drivers = 156</p>	<p>In 2009, there were 153 fatalities involving older drivers. In 2010, that number decreased to 151, a 1% decrease.</p>
<p>Decrease serious injuries involving older drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 920 by 2010 • 902 by 2011 • 884 by 2012 • 820 by 2013 <p>• 2009 serious injuries involving older drivers = 962</p>	<p>In 2009, there were 962 serious injuries involving older drivers. In 2010, that number decreased to 871, a decrease of 9.5%</p>

STRATEGIES

Identified	Implemented
Expand targeted corridor projects and Selective Traffic Enforcement Programs (STEPs) conducted by the Highway Patrol and local law enforcement agencies.	The Missouri Safety Center, under contract with the Traffic & Highway Safety Division, contracted about 250 targeted law enforcement agencies statewide in the counties where seat belt surveys and the majority of fatal and personal injury crashes were occurring. The goal of the program was to put as much enforcement on the streets during the national "Click It or Ticket" campaign time frame. A report of the total hours worked and the accomplished enforcement actions is attached to this section.
Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs.	The THSD contracts with state and local law enforcement academies (University of Central Missouri and Missouri Southern University) to offer "traffic safety specific" courses that aren't normally offered through the Basic Law Enforcement Academy curriculum.
Fund saturation enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns.	Paid advertising included radio, internet and digital ads which ran throughout the summer months, particularly around work zone awareness week and high travel holidays, Memorial Day, mid-June vacation time, Independence Day, late July vacation time and Labor Day. Radio ads totaled 13,869 and digital/internet advertising was viewed 12,740,708 times. Several statewide news releases were sent out from April through September reiterating the importance of driving safely in a work zone.
Expand use of speed monitoring and changeable message signs.	MoDOT continued using electronic changeable message boards. Permanent MoDOT message board systems were also used.
Expand efforts to educate roadway users on the dangers of aggressive driving and the rules of the road.	The Safe Driving Guide for all new drivers was distributed throughout the year. OHS continues to provide presentations to corporate, communities and schools about the dangers of aggressive driving and the rules of the road. MoDOT continues to expand clear zones to open up visibility.
Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers.	The THSD through a contract with Washington University held a workshop with experts in the field of traffic safety to discuss assessment tools and potential cutoff levels that could be used in an office-based setting to assess older drivers and their fitness to drive.
Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field.	A database of safety partners interested in Older Driver issues is maintained by the THSD and efforts continue through that group.
Develop and distribute public informational materials to assist older drivers and their families.	Fit to Drive brochures were printed and distributed.
Implement strategies outlined in <i>Missouri's Blueprint to ARRIVE ALIVE</i> .	Strategies outlined in Missouri's Blueprint for Safer Roadways are included in Missouri's Highway Safety Plan each year.
Train law enforcement personnel to identify signs of impairment specific to older drivers.	The MSHP is offering Older Driver training and Sensitivity training. The Sensitivity training uses several tools to simulate some of the age-related problems with vision and flexibility.
Identify and promote self-assessment tools to enable older drivers to check their own driving abilities.	The THSD promotes the use of self-assessment tools such as AAA Roadwise Review.
Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training).	The medical fitness to drive form has been updated and is currently in use. The form will allow the State to capture better data in this area. The current form used by the DOR for vision-related issues is being revised and should be completed in the near future.
Work with the Subcommittee on Elder Mobility and Safety under the Missouri Coalition for Roadway Safety to address	The Subcommittee on Elder Mobility and Safety meets quarterly to work on traffic safety issues related to older

older driver safety.

drivers. Posters were developed to market the 211 system which connects people with services. The Subcommittee exhibited at the Show Me Summit on Aging and Health.

ENFORCEMENT EFFORTS

The Traffic & Highway Safety Division recognizes that enforcement efforts, when coupled with education/awareness/media activities, has a much more profound impact. The Statewide enforcement mobilization "Click it Or Ticket" was held from May 21 through June 3, 2011, and the "You Drink and Drive, You Lose." mobilization was held from August 17-September 3, 2011. Law enforcement agencies put in 17,944 hours toward these efforts. The mobilizations were preceded by a media blitz and followed by a recap of the activities upon completion of the enforcement efforts.

Attached to this report is a summary of citation activity data and crash analysis for fiscal year 2011.

TRAINING

Traffic enforcement is a dynamic field. Terrorism, drug-trafficking, evolving designs of motor vehicles, and increased traffic loads make it necessary to continually train law enforcement officers on investigating crashes, making traffic stops, searching vehicles, changing laws, and technology advances. The Traffic & Highway Safety Division contracts with state and local law enforcement academies (University of Central Missouri, Missouri State Highway Patrol and the Missouri Southern State University) to offer "traffic safety specific" courses. Some of the courses funded through the Traffic and Highway Safety Division for FY 2010 were:

1. Basic Standard Field Sobriety Testing
2. Standard Field Sobriety Testing Instructor Course
3. Standard Field Sobriety Testing Basic Update
4. Standard Field Sobriety Testing Refresher Course
5. Detecting Impaired Driving and Documenting and Testifying
6. BAC Type II Training
7. BAC type III Training
8. Advanced Roadside Impaired Driving Enforcement
9. D.W.I. Crash Investigation
10. Sobriety Checkpoint Supervisor Training
11. DRE Recertification Training
12. Small Department DWI Detection
13. Vehicle Search & Seizure
14. High Risk Vehicle Stops
15. Beyond the Ticket
16. MO Motor Vehicle law
17. Crash Investigation Series
18. Emergency Vehicle Operations Course
19. Basic Crash Investigation
20. Advanced Crash Investigation
21. Crash Reconstruction
22. Crash Reconstruction Retraining
23. Radar Instructor
24. Laser Instructor

In addition to the academies, training was offered by the Department of Revenue, Office of the State Courts Administrator, Missouri Office of Prosecution Services, TRHS, OHS, and the Law Enforcement Traffic Safety Advisory Council (LETSAC). Some of the training is available to more than just law enforcement agencies. TRHS also offers training to first responders and EMS through the Fire Rescue Training Institute, Missouri University. Courses include Emergency Vehicle Driver Training, Traffic Control for the Emergency Responder, and Vehicle Rescue Technician.

OLDER DRIVERS

Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. Fatality rates per vehicle miles traveled have been falling for society as a whole, but older drivers' rates are increasing (NHTSA, 2005). According to the 2000 Census, Missouri ranked 14th nationally with 13.5% of the population age 65 or older. A 62 percent increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older individuals. Fragility and inflexibility – natural occurrences of aging – cause older

drivers to be more easily injured. These conditions cause them to be less likely to survive their injuries. Certain progressive illnesses, such as osteoporosis, atherosclerosis, Alzheimer's disease and macular degeneration, eventually cause physical weakness and/or require driving retirement due to the progressive nature of these diseases. For this reason, NHTSA lists older driver safety as a priority area for research, education, and rulemaking in the upcoming decade.

In relation to all other licensed drivers in the State, drivers 65 and over are almost equally involved in Missouri's traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

In 2007, there were 788,371 people licensed in Missouri who were age 65 or over. They accounted for 17.7% percent of the 4,446,471 persons licensed in Missouri. By July of 2011, 715,326 of the 4,372,541 licensed drivers in the state were 65 and older—representing 16.4% of the total licensed driver population.

Of all 2008-2010 fatal and disabling injury crashes in Missouri, 14.5% involved an older driver of a motor vehicle. In 2008-2010, 464 persons were killed and 2,792 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

YOUTH PROGRAM HIGHLIGHTS

Web-Based Server Training – In December 2004, the on-line State of Missouri Alcohol Responsibility Training (SMART) was released. This web-based server training course was originally designed by the University of Nebraska-Lincoln and modified for the State of Missouri. Each interactive module presents information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites. Self-help and review activities and exercises provide practice and the opportunity retake until successful and include hints and helps to facilitate the learning process. Content is presented in small, incremental steps that gradually spiral towards more and more complex scenarios.

Partners in Prevention – Partners in Prevention (PIP) is Missouri's higher education substance abuse consortium. PIP's mission is to create a campus, city, and state environment that supports responsible decision making in regard to alcohol by the college students who attend Missouri's public institutions of higher education. PIP's focus is on decreasing at-risk drinking by students on Missouri's college and university campuses. Through evaluation, funding, training technical assistance, and coalition building, PIP helps members create positive change on their college campuses.

YOUNG DRIVERS

Benchmarks

<p>Decrease fatalities involving young drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 182 by 2010 • 179 by 2011 • 175 by 2012 • 172 by 2013 <p>2009 fatalities involving drivers age 20 or younger = 156</p>	<p>In 2009, there were 156 fatalities involving drivers age 20 or younger. In 2010, there were 119, a decrease of 24%.</p>
<p>Decrease disabling injuries involving young drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 1,710 by 2010 • 1,676 by 2011 • 1,643 by 2012 • 1,610 by 2013 <p>• 2009 disabling injuries involving drivers age 20 or younger = 1,625</p>	<p>In 2009, there were 1,625 disabling injuries involving drivers age 20 or younger. In 2010, there were 1,420, a decrease of 13%.</p>

Strategies

<p>Continue support for youth prevention and education programs to include Team Spirit Leadership Conferences and Reunion; Think First Programs (school assemblies Traffic Offenders Program, and the corporate program); <i>Every15 Minutes</i>; DWI docudramas; CHEERS university-based</p>	<p>Statewide designated driver programs previously developed remain active and continue to stress alternatives to drinking and driving. Contact was maintained with all 23 CHEERS chapters to encourage them to sustain or improve CHEERS participation. The ThinkFirst staff exhibited and/or</p>
---	--

designated driver program	delivered presentations at ten statewide conferences to promote ThinkFirst as a statewide traffic safety resource. Twenty high school teams participated in the 2010 Team Spirit Leadership Program and completed Action Plans for their schools. These Action Plans were implemented during the 2010/2011 school year.
Continue statewide distribution of <i>Road Wise: Parent/Teen Safe Driving Guide</i> (formerly <i>Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive</i>) through DOR offices and Highway Patrol driver examination stations	Approximately 20,000 copies of the booklet (<i>Roadwise: Parent/Teen Safety Driving Guide</i>) were created and distributed by DOR Field Offices and the MSHP Driver Examination Stations across the state.
Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to reach the largest number of parents who are teaching teens to drive and teens who are learning to drive	The regional youth coordinators with the Missouri Coalition for Roadway Safety meet and discuss opportunities to educate parents and schools for effective means to reach teens that are learning to drive.
Continue to update, as needed, materials and Web site information on young, high-risk drivers; develop materials that are especially appealing to young drivers	Materials are continuously updated as needed as well as the website as new information is available.
Include information on the GDL law in materials, on the Web site, and within presentations	No changes have been made in the GDL law during the grant year. Information is shared during presentations and through printed materials.
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, SMART Web-based server training, Party Patrol, selective enforcement, PIRE law enforcement training, compliance checks, and multi-jurisdiction enforcement teams)	On-going training opportunities for professionals and students was provided that addressed effective environmental management strategies for decreasing the abuse of alcohol and other drugs on campus and in the community, preventing drinking and driving and distracted driving and increasing seatbelt use. Enhanced and expanded a statewide social norming campaign for college students based on data from the spring 2010 Missouri College Health Behavior Survey.
Conduct an annual safety belt survey of young drivers and their passengers and conduct annual law enforcement mobilizations and public awareness campaigns targeting lack of safety belt use at high schools	The Teen Seat Belt Survey was conducted between April 1 and April 29, 2011. A total of 30,780 observations were collected at the targeted 150 high schools state wide. Of the teenage drivers observed, 67.7% were using safety belts.
Provide funding to support college/university prevention programs (Partners In Prevention, Partners In Environmental Change, CHEERS Designated Driver program) that focus on the development and implementation of UMC's <i>Drive Safe. Drive Smart</i> campaign	Used the Partners in Prevention website and list serve to enhance on-going collaborative programming possibilities related to drinking and driving, distracted driving, and seatbelt use. Created resources and other training materials on impaired driving for each of the thirteen member institutions such as posters and brochures on drinking and driving, distracted driving and seatbelt use. Used established communication networks among the public institutions of higher education in Missouri and state agencies to create effective strategies for addressing the issues of drinking and driving.
Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Drivers License, Zero Tolerance, Abuse and Lose)	Analysis of 203 pre and post test measures of information and knowledge regarding Zero Tolerance and distracted driving indicated that all youth gained significant information about Zero Tolerance and the dangers of distracted driving. All leaders believe the project had reached its goals.
Promote saveMOlives web site and other social marketing sites that appeal to youth (Facebook, Twitter, etc.)	Funding was used to create new underage drinking awareness advertisements by True Media. Posters, web pages and billboards were used to display the messages. The advertisement series was titled "Zero Chances. Zero Tolerance" in an effort to remind teens and young adults of the Zero Tolerance law.
Provide support for the Missouri Coalition for Roadway Safety Impaired Driving Subcommittee to address underage impaired driving	The Youth Coordinator in the Traffic and Highway Safety Office continues to serve on this committee and is available to address underage drinking issues.
Implement, if possible, recommendations identified in the 2009 Statewide Underage Impaired Driving Strategic	Strategies are discussed and recommendations are implemented as plans of action are outlined.

Advance	
Develop campaigns/materials to reach targeted high-risk groups	Created a new youth seat belt campaign called "Never Say Never" and a new youth alcohol campaign called "Zero Chances. Zero Tolerance".
Promote the Never Made It, Battle of the Belt, and Get Your Buckle On campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	The Battle of the Belt program is still promoted.

EFFICIENCY AND PRODUCTIVITY

The Traffic and Highway Safety Division contracted with the Regional Justice Information System (REJIS) to develop a web-based contract management system. The system was completed in 2002 and available for application submission for 2003 grants. This is the sixth year that the Annual Report could be completed on line, which continues to streamline our process.

Planning was undertaken in 2007 to start a rewrite process of the current grants management system. A complete review was conducted by staff at REJIS to determine the needs of HSD staff to begin the migration to a complete web-based grants management system. REJIS prepared a new design document outlining the changes necessary to change to the new technology. This rewrite has been completed and was available for the processing of 2010 grants online.

2011 Performance Measures

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>		
	Statewide	Statewide	Statewide	Statewide	Statewide	Urban	Rural	Statewide
Fatalities (actual)	1,257	1,096	992	960	878	330	491	821
Fatality Rate per 100M VMT (statewide; urban; rural)	1.83	1.59	1.43	1.41	1.29	0.93	1.39	1.16
Number of serious (disabling) injuries	8,624	8,151	7,744	6,932	6,539	6,096		
Number of fatalities involving drivers or motorcycle operators with .08 BAC or above	420	386	333	314	302	258		
Number of unrestrained passenger vehicle occupant fatalities	621	576	478	489	425	392		
Number of speeding-related fatalities	510	457	411	426	366	324		
Number of motorcyclist fatalities	88	93	91	107	84	93		
Number of un-helmeted motorcyclist fatalities	14	12	14	12	16	11		
Number of drivers age 20 or younger involved in fatal crashes	186	167	135	120	106	88		
Number of pedestrian fatalities	92	78	79	66	71	57		
Percent observed belt use for passenger vehicles--front seat outboard occupants	77%	75%	77%	76%	77%	76%		
Number of seat belt citations issued during grant-funded enforcement activities	NA	14,948	17,513	20,244	29,034	20,278		
Number of impaired driving arrests made during grant-funded enforcement activities	NA	3,531	3,604	3,808	5,369	5,779		
Number of speeding citations issued during grant-funded enforcement activities	NA	67,478	76,471	75,812	98,453	85,890		

		Oct. 1, 2007 - Sept. 30, 2010	3 Year Average	Oct. 1, 2010 - Sept. 30, 2011
Agency	Crash Type	Fatal Crashes	Fatal Crashes	Fatal Crashes
Archie Police Dept.	Alcohol/Drug Involved	0	0.00	0
Archie Police Dept.	Speed - Exceeded Limit	0	0.00	0
Archie Police Dept.	Hazardous Moving Violations	0	0.00	0
Arnold Police Dept.	Alcohol/Drug Involved	2	0.67	0
Arnold Police Dept.	Speed - Exceeded Limit	2	0.67	1
Arnold Police Dept.	Hazardous Moving Violations	3	1.00	1
Ballwin Police Dept.	Alcohol/Drug Involved	0	0.00	0
Ballwin Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ballwin Police Dept.	Hazardous Moving Violations	0	0.00	0
Barry County Sheriff's Dept.	Alcohol/Drug Involved	15	5.00	5
Barry County Sheriff's Dept.	Speed - Exceeded Limit	4	1.33	2
Barry County Sheriff's Dept.	Hazardous Moving Violations	17	5.67	4
Barton County Sheriff's	Alcohol/Drug Involved	0	0.00	0
Barton County Sheriff's	Speed - Exceeded Limit	1	0.33	0
Barton County Sheriff's	Hazardous Moving Violations	5	1.67	2
Bellefontaine Neighbors	Alcohol/Drug Involved	2	0.67	0
Bellefontaine Neighbors	Speed - Exceeded Limit	1	0.33	0
Bellefontaine Neighbors	Hazardous Moving Violations	4	1.33	0
Belton Police Dept.	Alcohol/Drug Involved	1	0.33	0
Belton Police Dept.	Speed - Exceeded Limit	0	0.00	0
Belton Police Dept.	Hazardous Moving Violations	0	0.00	0
Billings Police Dept.	Alcohol/Drug Involved	1	0.33	0
Billings Police Dept.	Speed - Exceeded Limit	1	0.33	0
Billings Police Dept.	Hazardous Moving Violations	1	0.33	0
Blue Springs Police Dept.	Alcohol/Drug Involved	3	1.00	1
Blue Springs Police Dept.	Speed - Exceeded Limit	2	0.67	2
Blue Springs Police Dept.	Hazardous Moving Violations	4	1.33	2
Bolivar Police Dept.	Alcohol/Drug Involved	0	0.00	2
Bolivar Police Dept.	Speed - Exceeded Limit	1	0.33	1
Bolivar Police Dept.	Hazardous Moving Violations	1	0.33	1
Boone County Sheriff's	Alcohol/Drug Involved	11	3.67	4
Boone County Sheriff's	Speed - Exceeded Limit	5	1.67	3
Boone County Sheriff's	Hazardous Moving Violations	13	4.33	4
Branson Police Dept.	Alcohol/Drug Involved	1	0.33	0
Branson Police Dept.	Speed - Exceeded Limit	0	0.00	1

Branson Police Dept.	Hazardous Moving Violations	0	0.00	1
Breckenridge Hills Police Dept.	Alcohol/Drug Involved	0	0.00	0
Breckenridge Hills Police Dept.	Speed - Exceeded Limit	0	0.00	0
Breckenridge Hills Police Dept.	Hazardous Moving Violations	0	0.00	0
Brentwood Police Dept.	Alcohol/Drug Involved	0	0.00	0
Brentwood Police Dept.	Speed - Exceeded Limit	1	0.33	0
Brentwood Police Dept.	Hazardous Moving Violations	1	0.33	0
Bridgeton Police Dept.	Alcohol/Drug Involved	5	1.67	1
Bridgeton Police Dept.	Speed - Exceeded Limit	3	1.00	0
Bridgeton Police Dept.	Hazardous Moving Violations	6	2.00	0
Butler County Sheriff's Dept.	Alcohol/Drug Involved	7	2.33	4
Butler County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	1
Butler County Sheriff's Dept.	Hazardous Moving Violations	7	2.33	5
Byrnes Mill Police Dept.	Alcohol/Drug Involved	0	0.00	0
Byrnes Mill Police Dept.	Speed - Exceeded Limit	0	0.00	0
Byrnes Mill Police Dept.	Hazardous Moving Violations	0	0.00	0
Callaway County Sheriff's Dept.	Alcohol/Drug Involved	11	3.67	2
Callaway County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	1
Callaway County Sheriff's Dept.	Hazardous Moving Violations	9	3.00	1
Calverton Park Police Dept.	Alcohol/Drug Involved	0	0.00	0
Calverton Park Police Dept.	Speed - Exceeded Limit	0	0.00	0
Calverton Park Police Dept.	Hazardous Moving Violations	0	0.00	0
Camden County Sheriff's	Alcohol/Drug Involved	8	2.67	5
Camden County Sheriff's	Speed - Exceeded Limit	3	1.00	1
Camden County Sheriff's	Hazardous Moving Violations	16	5.33	3
Camdenton Police Dept.	Alcohol/Drug Involved	0	0.00	0
Camdenton Police Dept.	Speed - Exceeded Limit	0	0.00	0
Camdenton Police Dept.	Hazardous Moving Violations	0	0.00	0
Cape Girardeau County Sheriff	Alcohol/Drug Involved	5	1.67	0
Cape Girardeau County Sheriff	Speed - Exceeded Limit	1	0.33	1
Cape Girardeau County Sheriff	Hazardous Moving Violations		0.00	2
Cape Girardeau Police	Alcohol/Drug Involved	1	0.33	0
Cape Girardeau Police	Speed - Exceeded Limit	1	0.33	0
Cape Girardeau Police	Hazardous Moving Violations	2	0.67	0
Cartersville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Cartersville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Cartersville Police Dept.	Hazardous Moving Violations	0	0.00	0

Carthage Police Dept.	Alcohol/Drug Involved	0	0.00	0
Carthage Police Dept.	Speed - Exceeded Limit	0	0.00	0
Carthage Police Dept.	Hazardous Moving Violations	0	0.00	0
Caruthersville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Caruthersville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Caruthersville Police Dept.	Hazardous Moving Violations	0	0.00	0
Cass County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	0
Cass County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	0
Cass County Sheriff's Dept.	Hazardous Moving Violations	9	3.00	2
Charlack Police Dept.	Alcohol/Drug Involved	0	0.00	0
Charlack Police Dept.	Speed - Exceeded Limit	0	0.00	0
Charlack Police Dept.	Hazardous Moving Violations	0	0.00	0
Chesterfield Police Dept.	Alcohol/Drug Involved	0	0.00	1
Chesterfield Police Dept.	Speed - Exceeded Limit	0	0.00	0
Chesterfield Police Dept.	Hazardous Moving Violations	0	0.00	0
Chillicothe Police Dept.	Alcohol/Drug Involved	0	0.00	0
Chillicothe Police Dept.	Speed - Exceeded Limit	0	0.00	0
Chillicothe Police Dept.	Hazardous Moving Violations	0	0.00	0
Christian County Sheriff's Dept.	Alcohol/Drug Involved	1	0.33	1
Christian County Sheriff's Dept.	Speed - Exceeded Limit	4	1.33	0
Christian County Sheriff's Dept.	Hazardous Moving Violations	7	2.33	0
Clark County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	1
Clark County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Clark County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	1
Clay County Sheriff's Dept.	Alcohol/Drug Involved	5	1.67	0
Clay County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	0
Clay County Sheriff's Dept.	Hazardous Moving Violations	6	2.00	2
Cleveland Police Dept.	Alcohol/Drug Involved	0	0.00	0
Cleveland Police Dept.	Speed - Exceeded Limit	0	0.00	0
Cleveland Police Dept.	Hazardous Moving Violations	0	0.00	0
Clinton Police Dept.	Alcohol/Drug Involved	1	0.33	0
Clinton Police Dept.	Speed - Exceeded Limit	1	0.33	0
Clinton Police Dept.	Hazardous Moving Violations	2	0.67	0
Cole County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	2
Cole County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	1
Cole County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	1
Columbia Police Dept.	Alcohol/Drug Involved	7	2.33	2

Columbia Police Dept.	Speed - Exceeded Limit	12	4.00	1
Columbia Police Dept.	Hazardous Moving Violations	14	4.67	1
Creve Coeur Police Dept.	Alcohol/Drug Involved	2	0.67	0
Creve Coeur Police Dept.	Speed - Exceeded Limit	0	0.00	0
Creve Coeur Police Dept.	Hazardous Moving Violations	0	0.00	0
Crystal City Police Dept.	Alcohol/Drug Involved	1	0.33	0
Crystal City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Crystal City Police Dept.	Hazardous Moving Violations	1	0.33	0
Dallas County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	1
Dallas County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	0
Dallas County Sheriff's Dept.	Hazardous Moving Violations	6	2.00	1
Des Peres Dept. of Public Safe	Alcohol/Drug Involved	1	0.33	0
Des Peres Dept. of Public Safe	Speed - Exceeded Limit	0	0.00	0
Des Peres Dept. of Public Safe	Hazardous Moving Violations	0	0.00	0
DeSoto Police Dept.	Alcohol/Drug Involved	0	0.00	0
DeSoto Police Dept.	Speed - Exceeded Limit	0	0.00	0
DeSoto Police Dept.	Hazardous Moving Violations	0	0.00	0
Eldon Police Dept.	Alcohol/Drug Involved	1	0.33	0
Eldon Police Dept.	Speed - Exceeded Limit	0	0.00	0
Eldon Police Dept.	Hazardous Moving Violations	0	0.00	0
Ellisville Police Dept.	Alcohol/Drug Involved	1	0.33	0
Ellisville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ellisville Police Dept.	Hazardous Moving Violations	0	0.00	0
Eureka Police Dept.	Alcohol/Drug Involved	0	0.00	0
Eureka Police Dept.	Speed - Exceeded Limit	0	0.00	0
Eureka Police Dept.	Hazardous Moving Violations	1	0.33	0
Farmington Police Dept.	Alcohol/Drug Involved	2	0.67	0
Farmington Police Dept.	Speed - Exceeded Limit	1	0.33	0
Farmington Police Dept.	Hazardous Moving Violations	1	0.33	1
Ferguson Police Dept.	Alcohol/Drug Involved	1	0.33	1
Ferguson Police Dept.	Speed - Exceeded Limit	0	0.00	1
Ferguson Police Dept.	Hazardous Moving Violations	2	0.67	1
Festus Police Dept.	Alcohol/Drug Involved	0	0.00	0
Festus Police Dept.	Speed - Exceeded Limit	1	0.33	0
Festus Police Dept.	Hazardous Moving Violations	3	1.00	0
Florissant Police Dept.	Alcohol/Drug Involved	1	0.33	2
Florissant Police Dept.	Speed - Exceeded Limit	1	0.33	1

Florissant Police Dept.	Hazardous Moving Violations	2	0.67	2
Franklin County Sheriff's	Alcohol/Drug Involved	19	6.33	5
Franklin County Sheriff's	Speed - Exceeded Limit	7	2.33	0
Franklin County Sheriff's	Hazardous Moving Violations	26	8.67	1
Gladstone Dept. of Public Safe	Alcohol/Drug Involved	0	0.00	1
Gladstone Dept. of Public Safe	Speed - Exceeded Limit	1	0.33	1
Gladstone Dept. of Public Safe	Hazardous Moving Violations	1	0.33	1
Glendale Police Dept.	Alcohol/Drug Involved	0	0.00	0
Glendale Police Dept.	Speed - Exceeded Limit	0	0.00	0
Glendale Police Dept.	Hazardous Moving Violations	0	0.00	0
Grain Valley Police Dept.	Alcohol/Drug Involved	1	0.33	0
Grain Valley Police Dept.	Speed - Exceeded Limit	0	0.00	0
Grain Valley Police Dept.	Hazardous Moving Violations	1	0.33	0
Grandview Police Dept.	Alcohol/Drug Involved	2	0.67	0
Grandview Police Dept.	Speed - Exceeded Limit	2	0.67	1
Grandview Police Dept.	Hazardous Moving Violations	5	1.67	1
Greene County Sheriff's	Alcohol/Drug Involved	11	3.67	4
Greene County Sheriff's	Speed - Exceeded Limit	10	3.33	1
Greene County Sheriff's	Hazardous Moving Violations	14	4.67	4
Hallsville Police	Speed - Exceeded Limit	0	0.00	0
Hallsville Police	Hazardous Moving Violations	0	0.00	0
Harrisonville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Harrisonville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Harrisonville Police Dept.	Hazardous Moving Violations	0	0.00	0
Hayti Police Dept.	Alcohol/Drug Involved	0	0.00	0
Hayti Police Dept.	Speed - Exceeded Limit	0	0.00	0
Hayti Police Dept.	Hazardous Moving Violations	0	0.00	0
Hazelwood Police Dept.	Alcohol/Drug Involved	2	0.67	0
Hazelwood Police Dept.	Speed - Exceeded Limit	1	0.33	0
Hazelwood Police Dept.	Hazardous Moving Violations	2	0.67	2
Herculanum Police Dept.	Alcohol/Drug Involved	1	0.33	0
Herculanum Police Dept.	Speed - Exceeded Limit	0	0.00	0
Herculanum Police Dept.	Hazardous Moving Violations	1	0.33	0
Highway Safety Division	Alcohol/Drug Involved		0.00	
Highway Safety Division	Speed - Exceeded Limit		0.00	
Highway Safety Division	Hazardous Moving Violations		0.00	
Howell County Sheriff's Dept.	Alcohol/Drug Involved	7	2.33	0

Howell County Sheriff's Dept.	Speed - Exceeded Limit	2	0.67	0
Howell County Sheriff's Dept.	Hazardous Moving Violations	11	3.67	0
Independence Police Dept.	Alcohol/Drug Involved	9	3.00	0
Independence Police Dept.	Speed - Exceeded Limit	13	4.33	5
Independence Police Dept.	Hazardous Moving Violations	16	5.33	5
Jackson County Sheriff's	Alcohol/Drug Involved	6	2.00	1
Jackson County Sheriff's	Speed - Exceeded Limit	7	2.33	0
Jackson County Sheriff's	Hazardous Moving Violations	8	2.67	1
Jackson Police Dept.	Alcohol/Drug Involved	1	0.33	0
Jackson Police Dept.	Speed - Exceeded Limit	0	0.00	0
Jackson Police Dept.	Hazardous Moving Violations	0	0.00	0
Jasco-Metropolitan Police	Alcohol/Drug Involved		0.00	
Jasco-Metropolitan Police	Speed - Exceeded Limit		0.00	
Jasco-Metropolitan Police	Hazardous Moving Violations		0.00	
Jasper County Sheriff's	Alcohol/Drug Involved	6	2.00	0
Jasper County Sheriff's	Speed - Exceeded Limit	1	0.33	0
Jasper County Sheriff's	Hazardous Moving Violations	8	2.67	2
Jefferson City Police Dept.	Alcohol/Drug Involved	0	0.00	2
Jefferson City Police Dept.	Speed - Exceeded Limit	1	0.33	0
Jefferson City Police Dept.	Hazardous Moving Violations	1	0.33	1
Jefferson County Sheriff's	Alcohol/Drug Involved	32	10.67	5
Jefferson County Sheriff's	Speed - Exceeded Limit	13	4.33	3
Jefferson County Sheriff's	Hazardous Moving Violations	29	9.67	8
Jennings Police Dept.	Alcohol/Drug Involved	1	0.33	0
Jennings Police Dept.	Speed - Exceeded Limit	2	0.67	0
Jennings Police Dept.	Hazardous Moving Violations	2	0.67	0
Joplin Police Dept.	Alcohol/Drug Involved	3	1.00	3
Joplin Police Dept.	Speed - Exceeded Limit	2	0.67	1
Joplin Police Dept.	Hazardous Moving Violations	5	1.67	1
Kansas City MO Board of Polic	Alcohol/Drug Involved	60	20.00	16
Kansas City MO Board of Polic	Speed - Exceeded Limit	68	22.67	13
Kansas City MO Board of Polic	Hazardous Moving Violations	89	29.67	29
Kearney Police Dept.	Alcohol/Drug Involved	0	0.00	0
Kearney Police Dept.	Speed - Exceeded Limit	0	0.00	0
Kearney Police Dept.	Hazardous Moving Violations	0	0.00	0
Kennett Police Dept.	Alcohol/Drug Involved	0	0.00	0
Kennett Police Dept.	Speed - Exceeded Limit	0	0.00	0

Kennett Police Dept.	Hazardous Moving Violations	0	0.00	0
Kirkwood Police Dept.	Alcohol/Drug Involved	0	0.00	0
Kirkwood Police Dept.	Speed - Exceeded Limit	0	0.00	0
Kirkwood Police Dept.	Hazardous Moving Violations	0	0.00	0
Lawrence County Sheriff's	Alcohol/Drug Involved	8	2.67	0
Lawrence County Sheriff's	Speed - Exceeded Limit	1	0.33	0
Lawrence County Sheriff's	Hazardous Moving Violations	6	2.00	1
Lebanon Police Dept.	Alcohol/Drug Involved	0	0.00	0
Lebanon Police Dept.	Speed - Exceeded Limit	1	0.33	0
Lebanon Police Dept.	Hazardous Moving Violations	1	0.33	0
Lee's Summit Police Dept.	Alcohol/Drug Involved	3	1.00	1
Lee's Summit Police Dept.	Speed - Exceeded Limit	3	1.00	1
Lee's Summit Police Dept.	Hazardous Moving Violations	7	2.33	3
Liberty Police Dept.	Alcohol/Drug Involved	1	0.33	0
Liberty Police Dept.	Speed - Exceeded Limit	2	0.67	0
Liberty Police Dept.	Hazardous Moving Violations	2	0.67	0
Livingston County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0
Livingston County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Livingston County Sheriff's Dept.	Hazardous Moving Violations	0	0.00	1
Maries County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	2
Maries County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Maries County Sheriff's Dept.	Hazardous Moving Violations		0.00	0
Maryland Heights Police Dept.	Alcohol/Drug Involved	1	0.33	0
Maryland Heights Police Dept.	Speed - Exceeded Limit	1	0.33	0
Maryland Heights Police Dept.	Hazardous Moving Violations	1	0.33	0
McDonald County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	1
McDonald County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	0
McDonald County Sheriff's Dept.	Hazardous Moving Violations		0.00	1
Missouri State Highway Patrol	Alcohol/Drug Involved		0.00	
Missouri State Highway Patrol	Speed - Exceeded Limit		0.00	
Missouri State Highway Patrol	Hazardous Moving Violations		0.00	
Moberly Police Dept.	Alcohol/Drug Involved	0	0.00	0
Moberly Police Dept.	Speed - Exceeded Limit	0	0.00	0
Moberly Police Dept.	Hazardous Moving Violations	0	0.00	0
Moline Acres Police Dept.	Alcohol/Drug Involved	0	0.00	0
Moline Acres Police Dept.	Speed - Exceeded Limit	1	0.33	0
Moline Acres Police Dept.	Hazardous Moving Violations	1	0.33	0

Monett Police Dept.	Alcohol/Drug Involved	1	0.33	0
Monett Police Dept.	Speed - Exceeded Limit	1	0.33	0
Monett Police Dept.	Hazardous Moving Violations	1	0.33	0
Neosho Police Dept.	Alcohol/Drug Involved	1	0.33	0
Neosho Police Dept.	Speed - Exceeded Limit	0	0.00	0
Neosho Police Dept.	Hazardous Moving Violations	0	0.00	0
Newton County Sheriff's	Alcohol/Drug Involved	7	2.33	1
Newton County Sheriff's	Speed - Exceeded Limit	4	1.33	0
Newton County Sheriff's	Hazardous Moving Violations	13	4.33	6
Nixa Police Dept.	Alcohol/Drug Involved	0	0.00	0
Nixa Police Dept.	Speed - Exceeded Limit	0	0.00	0
Nixa Police Dept.	Hazardous Moving Violations	0	0.00	0
North Kansas City Police Dept.	Alcohol/Drug Involved	0	0.00	0
North Kansas City Police Dept.	Speed - Exceeded Limit	0	0.00	0
North Kansas City Police Dept.	Hazardous Moving Violations	0	0.00	0
Northwoods Police Dept.	Alcohol/Drug Involved	0	0.00	0
Northwoods Police Dept.	Speed - Exceeded Limit	0	0.00	0
Northwoods Police Dept.	Hazardous Moving Violations	0	0.00	0
O'Fallon Police Dept.	Alcohol/Drug Involved	0	0.00	0
O'Fallon Police Dept.	Speed - Exceeded Limit	0	0.00	0
O'Fallon Police Dept.	Hazardous Moving Violations	0	0.00	0
Olivette Police Dept.	Alcohol/Drug Involved	0	0.00	0
Olivette Police Dept.	Speed - Exceeded Limit	0	0.00	0
Olivette Police Dept.	Hazardous Moving Violations	0	0.00	0
Oronogo Police Dept.	Alcohol/Drug Involved	0	0.00	0
Oronogo Police Dept.	Speed - Exceeded Limit	0	0.00	0
Oronogo Police Dept.	Hazardous Moving Violations	0	0.00	0
Osage Beach	Alcohol/Drug Involved	0	0.00	0
Osage Beach	Speed - Exceeded Limit	0	0.00	0
Osage Beach	Hazardous Moving Violations	0	0.00	0
Overland Police Dept.	Alcohol/Drug Involved	1	0.33	0
Overland Police Dept.	Speed - Exceeded Limit	0	0.00	0
Overland Police Dept.	Hazardous Moving Violations	0	0.00	0
Ozark Police Dept.	Alcohol/Drug Involved	1	0.33	0
Ozark Police Dept.	Speed - Exceeded Limit	1	0.33	2
Ozark Police Dept.	Hazardous Moving Violations	1	0.33	2
Pacific Police Dept.	Alcohol/Drug Involved	0	0.00	1

Pacific Police Dept.	Speed - Exceeded Limit	1	0.33	0
Pacific Police Dept.	Hazardous Moving Violations	1	0.33	1
Palmyra Police Dept.	Alcohol/Drug Involved	0	0.00	0
Palmyra Police Dept.	Speed - Exceeded Limit	0	0.00	0
Palmyra Police Dept.	Hazardous Moving Violations	0	0.00	0
Peculiar Police Dept.	Alcohol/Drug Involved	0	0.00	1
Peculiar Police Dept.	Speed - Exceeded Limit	0	0.00	0
Peculiar Police Dept.	Hazardous Moving Violations	0	0.00	1
Pemiscot County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	0
Pemiscot County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	0
Pemiscot County Sheriff's Dept.	Hazardous Moving Violations	3	1.00	2
Perry County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	2
Perry County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Perry County Sheriff's Dept.	Hazardous Moving Violations	1	0.33	4
Pevely Police Dept.	Alcohol/Drug Involved	0	0.00	0
Pevely Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pevely Police Dept.	Hazardous Moving Violations	1	0.33	0
Phelps County Sheriff's Dept.	Alcohol/Drug Involved	5	1.67	1
Phelps County Sheriff's Dept.	Speed - Exceeded Limit	2	0.67	0
Phelps County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	6
Platte County Sheriff's	Alcohol/Drug Involved	3	1.00	0
Platte County Sheriff's	Speed - Exceeded Limit	1	0.33	0
Platte County Sheriff's	Hazardous Moving Violations	3	1.00	0
Pleasant Hill Police Dept.	Alcohol/Drug Involved	0	0.00	0
Pleasant Hill Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pleasant Hill Police Dept.	Hazardous Moving Violations	0	0.00	0
Poplar Bluff Police Dept.	Alcohol/Drug Involved	1	0.33	0
Poplar Bluff Police Dept.	Speed - Exceeded Limit	2	0.67	0
Poplar Bluff Police Dept.	Hazardous Moving Violations	2	0.67	0
Potosi Police Dept.	Alcohol/Drug Involved	0	0.00	0
Potosi Police Dept.	Speed - Exceeded Limit	1	0.33	0
Potosi Police Dept.	Hazardous Moving Violations	1	0.33	0
Pulaski County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	3
Pulaski County Sheriff's Dept.	Speed - Exceeded Limit	4	1.33	1
Pulaski County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	2
Raymore Police Dept.	Alcohol/Drug Involved	1	0.33	0
Raymore Police Dept.	Speed - Exceeded Limit	1	0.33	0

Raymore Police Dept.	Hazardous Moving Violations	1	0.33	0
Raytown Police Dept.	Alcohol/Drug Involved	1	0.33	0
Raytown Police Dept.	Speed - Exceeded Limit	2	0.67	0
Raytown Police Dept.	Hazardous Moving Violations	2	0.67	0
Republic Police Dept.	Alcohol/Drug Involved	1	0.33	1
Republic Police Dept.	Speed - Exceeded Limit	1	0.33	0
Republic Police Dept.	Hazardous Moving Violations	2	0.67	1
Reynolds County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	1
Reynolds County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	0
Reynolds County Sheriff's Dept.	Hazardous Moving Violations	5	1.67	1
Richmond Heights Police Dept.	Alcohol/Drug Involved	0	0.00	0
Richmond Heights Police Dept.	Speed - Exceeded Limit	0	0.00	0
Richmond Heights Police Dept.	Hazardous Moving Violations	0	0.00	0
Richmond Police Dept.	Alcohol/Drug Involved	0	0.00	0
Richmond Police Dept.	Speed - Exceeded Limit	0	0.00	0
Richmond Police Dept.	Hazardous Moving Violations	1	0.33	0
Rolla Police Dept.	Alcohol/Drug Involved	1	0.33	0
Rolla Police Dept.	Speed - Exceeded Limit	1	0.33	0
Rolla Police Dept.	Hazardous Moving Violations	1	0.33	0
Scott County Sheriff's	Alcohol/Drug Involved	5	1.67	2
Scott County Sheriff's	Speed - Exceeded Limit	2	0.67	1
Scott County Sheriff's	Hazardous Moving Violations	4	1.33	3
Sedalia Police Dept.	Alcohol/Drug Involved	0	0.00	0
Sedalia Police Dept.	Speed - Exceeded Limit	1	0.33	0
Sedalia Police Dept.	Hazardous Moving Violations	1	0.33	0
Smithville Police Dept.	Alcohol/Drug Involved	1	0.33	0
Smithville Police Dept.	Speed - Exceeded Limit	1	0.33	0
Smithville Police Dept.	Hazardous Moving Violations	1	0.33	0
Springfield Police Dept.	Alcohol/Drug Involved	14	4.67	2
Springfield Police Dept.	Speed - Exceeded Limit	14	4.67	2
Springfield Police Dept.	Hazardous Moving Violations	17	5.67	5
St. Charles City Police	Alcohol/Drug Involved	5	1.67	2
St. Charles City Police	Speed - Exceeded Limit	4	1.33	1
St. Charles City Police	Hazardous Moving Violations	4	1.33	1
St. Charles County Sheriff's	Alcohol/Drug Involved	15	5.00	3
St. Charles County Sheriff's	Speed - Exceeded Limit	3	1.00	3
St. Charles County Sheriff's	Hazardous Moving Violations	11	3.67	11

St. Clair Police Dept.	Alcohol/Drug Involved	0	0.00	0
St. Clair Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. Clair Police Dept.	Hazardous Moving Violations	0	0.00	0
St. John Police Dept.	Alcohol/Drug Involved	1	0.33	0
St. John Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. John Police Dept.	Hazardous Moving Violations	0	0.00	0
St. Joseph Police Dept.	Alcohol/Drug Involved	5	1.67	2
St. Joseph Police Dept.	Speed - Exceeded Limit	6	2.00	2
St. Joseph Police Dept.	Hazardous Moving Violations	6	2.00	2
St. Louis County Police	Alcohol/Drug Involved	5	1.67	4
St. Louis County Police	Speed - Exceeded Limit	7	2.33	5
St. Louis County Police	Hazardous Moving Violations	21	7.00	5
St. Louis Metro Police	Alcohol/Drug Involved	14	4.67	6
St. Louis Metro Police	Speed - Exceeded Limit	57	19.00	20
St. Louis Metro Police	Hazardous Moving Violations	68	22.67	22
St. Peters Police Dept.	Alcohol/Drug Involved	0	0.00	1
St. Peters Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. Peters Police Dept.	Hazardous Moving Violations	0	0.00	0
St. Robert Police Dept.	Alcohol/Drug Involved	2	0.67	1
St. Robert Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. Robert Police Dept.	Hazardous Moving Violations	0	0.00	1
Ste. Genevieve County Sheriff	Alcohol/Drug Involved	1	0.33	1
Ste. Genevieve County Sheriff	Speed - Exceeded Limit	0	0.00	1
Ste. Genevieve County Sheriff	Hazardous Moving Violations	2	0.67	1
Stone County Sheriff's	Alcohol/Drug Involved	7	2.33	5
Stone County Sheriff's	Speed - Exceeded Limit	0	0.00	1
Stone County Sheriff's	Hazardous Moving Violations	8	2.67	6
Strafford Police Dept.	Alcohol/Drug Involved	0	0.00	0
Strafford Police Dept.	Speed - Exceeded Limit	0	0.00	0
Strafford Police Dept.	Hazardous Moving Violations	0	0.00	0
Sugar Creek Police Dept.	Alcohol/Drug Involved	0	0.00	0
Sugar Creek Police Dept.	Speed - Exceeded Limit	0	0.00	1
Sugar Creek Police Dept.	Hazardous Moving Violations	0	0.00	1
Taney County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	0
Taney County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	0
Taney County Sheriff's Dept.	Hazardous Moving Violations	14	4.67	0
Town & Country Police	Alcohol/Drug Involved	0	0.00	0

Town & Country Police	Speed - Exceeded Limit	0	0.00	0
Town & Country Police	Hazardous Moving Violations	0	0.00	0
Troy Police Dept.	Alcohol/Drug Involved	0	0.00	0
Troy Police Dept.	Speed - Exceeded Limit	0	0.00	0
Troy Police Dept.	Hazardous Moving Violations	0	0.00	0
Union Police Dept.	Alcohol/Drug Involved	1	0.33	0
Union Police Dept.	Speed - Exceeded Limit	1	0.33	0
Union Police Dept.	Hazardous Moving Violations	2	0.67	1
University City Police	Alcohol/Drug Involved	1	0.33	0
University City Police	Speed - Exceeded Limit	2	0.67	0
University City Police	Hazardous Moving Violations	3	1.00	0
University of Central Missouri	Alcohol/Drug Involved		0.00	
University of Central Missouri	Speed - Exceeded Limit		0.00	
University of Central Missouri	Hazardous Moving Violations		0.00	
University of Missouri Police Dept.	Alcohol/Drug Involved		0.00	
University of Missouri Police Dept.	Speed - Exceeded Limit		0.00	
University of Missouri Police Dept.	Hazardous Moving Violations		0.00	
Velda City Police Dept.	Alcohol/Drug Involved	0	0.00	0
Velda City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Velda City Police Dept.	Hazardous Moving Violations	0	0.00	0
Vernon County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	2
Vernon County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Vernon County Sheriff's Dept.	Hazardous Moving Violations	5	1.67	2
Washington County Sheriff's Dept.	Alcohol/Drug Involved	11	3.67	4
Washington County Sheriff's Dept.	Speed - Exceeded Limit	7	2.33	1
Washington County Sheriff's Dept.	Hazardous Moving Violations	16	5.33	3
Washington Police Dept.	Alcohol/Drug Involved	0	0.00	1
Washington Police Dept.	Speed - Exceeded Limit	0	0.00	0
Washington Police Dept.	Hazardous Moving Violations	0	0.00	0
Webb City Police Dept.	Alcohol/Drug Involved	1	0.33	0
Webb City Police Dept.	Speed - Exceeded Limit	1	0.33	0
Webb City Police Dept.	Hazardous Moving Violations	1	0.33	0
Webster Groves Police Dept.	Alcohol/Drug Involved	0	0.00	0
Webster Groves Police Dept.	Speed - Exceeded Limit	0	0.00	0
Webster Groves Police Dept.	Hazardous Moving Violations	0	0.00	0
West Plains Police Dept.	Alcohol/Drug Involved	1	0.33	0
West Plains Police Dept.	Speed - Exceeded Limit	1	0.33	0

West Plains Police Dept.	Hazardous Moving Violations	1	0.33	0
Willard Police Dept.	Alcohol/Drug Involved	0	0.00	0
Willard Police Dept.	Speed - Exceeded Limit	0	0.00	0
Willard Police Dept.	Hazardous Moving Violations	0	0.00	0
Willow Springs Police Dept.	Alcohol/Drug Involved	0	0.00	0
Willow Springs Police Dept.	Speed - Exceeded Limit	0	0.00	0
Willow Springs Police Dept.	Hazardous Moving Violations	0	0.00	0
Wright City Police Dept.	Alcohol/Drug Involved	0	0.00	0
Wright City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Wright City Police Dept.	Hazardous Moving Violations	1	0.33	0

Agency	Crash Type	Oct. 1, 2007 - Sept. 30, 2010 Disabling Injury Crashes	3 Year Average Disabling Injury Crashes	Oct. 1, 2010 - Sept. 30, 2011 Disabling Injury Crashes
Archie Police Dept.	Alcohol/Drug Involved	0	0.00	0
Archie Police Dept.	Speed - Exceeded Limit	0	0.00	0
Archie Police Dept.	Hazardous Moving Violations	0	0.00	0
Arnold Police Dept.	Alcohol/Drug Involved	11	3.67	1
Arnold Police Dept.	Speed - Exceeded Limit	7	2.33	1
Arnold Police Dept.	Hazardous Moving Violations	13	0.67	2
Ballwin Police Dept.	Alcohol/Drug Involved	7	2.33	0
Ballwin Police Dept.	Speed - Exceeded Limit	2	0.67	1
Ballwin Police Dept.	Hazardous Moving Violations	4	1.33	1
Barry County Sheriff's Dept.	Alcohol/Drug Involved	14	4.67	14
Barry County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	2
Barry County Sheriff's Dept.	Hazardous Moving Violations	55	18.33	22
Barton County Sheriff's	Alcohol/Drug Involved	1	0.33	1
Barton County Sheriff's	Speed - Exceeded Limit	0	0.00	0
Barton County Sheriff's	Hazardous Moving Violations	9	3.00	1
Bellefontaine Neighbors	Alcohol/Drug Involved	3	1.00	0
Bellefontaine Neighbors	Speed - Exceeded Limit	2	0.67	0
Bellefontaine Neighbors	Hazardous Moving Violations	18	1.33	4
Belton Police Dept.	Alcohol/Drug Involved	3	1.00	0
Belton Police Dept.	Speed - Exceeded Limit	0	0.00	0
Belton Police Dept.	Hazardous Moving Violations	13	0.33	1
Billings Police Dept.	Alcohol/Drug Involved	0	0.00	0
Billings Police Dept.	Speed - Exceeded Limit	1	0.33	0
Billings Police Dept.	Hazardous Moving Violations	1	0.33	0
Blue Springs Police Dept.	Alcohol/Drug Involved	13	4.33	5
Blue Springs Police Dept.	Speed - Exceeded Limit	4	1.33	7
Blue Springs Police Dept.	Hazardous Moving Violations	40	5.00	15
Bolivar Police Dept.	Alcohol/Drug Involved	1	0.33	1
Bolivar Police Dept.	Speed - Exceeded Limit	1	0.33	1
Bolivar Police Dept.	Hazardous Moving Violations	1	0.33	2
Boone County Sheriff's	Alcohol/Drug Involved	9	3.00	9
Boone County Sheriff's	Speed - Exceeded Limit	9	3.00	2
Boone County Sheriff's	Hazardous Moving Violations	33	11.00	17
Branson Police Dept.	Alcohol/Drug Involved	2	0.67	1
Branson Police Dept.	Speed - Exceeded Limit	2	0.67	1

Branson Police Dept.	Hazardous Moving Violations	7	0.67	2
Breckenridge Hills Police Dept.	Alcohol/Drug Involved	0	0.00	0
Breckenridge Hills Police Dept.	Speed - Exceeded Limit	0	0.00	0
Breckenridge Hills Police Dept.	Hazardous Moving Violations	2	0.67	0
Brentwood Police Dept.	Alcohol/Drug Involved	0	0.00	0
Brentwood Police Dept.	Speed - Exceeded Limit	0	0.00	0
Brentwood Police Dept.	Hazardous Moving Violations	0	0.00	0
Bridgeton Police Dept.	Alcohol/Drug Involved	4	1.33	1
Bridgeton Police Dept.	Speed - Exceeded Limit	3	1.00	1
Bridgeton Police Dept.	Hazardous Moving Violations	29	1.67	5
Butler County Sheriff's Dept.	Alcohol/Drug Involved	9	3.00	9
Butler County Sheriff's Dept.	Speed - Exceeded Limit	7	2.33	1
Butler County Sheriff's Dept.	Hazardous Moving Violations	37	12.33	8
Byrnes Mill Police Dept.	Alcohol/Drug Involved	0	0.00	0
Byrnes Mill Police Dept.	Speed - Exceeded Limit	0	0.00	0
Byrnes Mill Police Dept.	Hazardous Moving Violations	1	0.00	0
Callaway County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	4
Callaway County Sheriff's Dept.	Speed - Exceeded Limit	7	2.33	3
Callaway County Sheriff's Dept.	Hazardous Moving Violations	38	12.67	17
Calverton Park Police Dept.	Alcohol/Drug Involved	0	0.00	0
Calverton Park Police Dept.	Speed - Exceeded Limit	0	0.00	0
Calverton Park Police Dept.	Hazardous Moving Violations	1	0.33	0
Camden County Sheriff's	Alcohol/Drug Involved	10	3.33	10
Camden County Sheriff's	Speed - Exceeded Limit	3	1.00	0
Camden County Sheriff's	Hazardous Moving Violations	48	16.00	14
Camdenton Police Dept.	Alcohol/Drug Involved	0	0.00	1
Camdenton Police Dept.	Speed - Exceeded Limit	0	0.00	1
Camdenton Police Dept.	Hazardous Moving Violations	0	0.00	1
Cape Girardeau County Sheriff's	Alcohol/Drug Involved	6	2.00	6
Cape Girardeau County Sheriff's	Speed - Exceeded Limit	2	0.67	1
Cape Girardeau County Sheriff's	Hazardous Moving Violations	39	13.00	9
Cape Girardeau Police	Alcohol/Drug Involved	7	2.33	1
Cape Girardeau Police	Speed - Exceeded Limit	1	0.33	0
Cape Girardeau Police	Hazardous Moving Violations	11	3.67	2
Cartersville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Cartersville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Cartersville Police Dept.	Hazardous Moving Violations	1	0.33	1

Carthage Police Dept.	Alcohol/Drug Involved	2	0.67	0
Carthage Police Dept.	Speed - Exceeded Limit	2	0.67	0
Carthage Police Dept.	Hazardous Moving Violations	4	1.33	0
Caruthersville Police Dept.	Alcohol/Drug Involved	3	1.00	0
Caruthersville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Caruthersville Police Dept.	Hazardous Moving Violations	1	0.33	0
Cass County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	2
Cass County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	3
Cass County Sheriff's Dept.	Hazardous Moving Violations	25	8.33	12
Charlack Police Dept.	Alcohol/Drug Involved	0	0.00	0
Charlack Police Dept.	Speed - Exceeded Limit	0	0.00	0
Charlack Police Dept.	Hazardous Moving Violations	0	0.00	0
Chesterfield Police Dept.	Alcohol/Drug Involved	10	3.33	5
Chesterfield Police Dept.	Speed - Exceeded Limit	5	1.67	2
Chesterfield Police Dept.	Hazardous Moving Violations	12	4.00	5
Chillicothe Police Dept.	Alcohol/Drug Involved	2	0.67	0
Chillicothe Police Dept.	Speed - Exceeded Limit	2	0.67	0
Chillicothe Police Dept.	Hazardous Moving Violations	3	1.00	0
Christian County Sheriff's Dept.	Alcohol/Drug Involved	11	3.67	11
Christian County Sheriff's Dept.	Speed - Exceeded Limit	11	3.67	2
Christian County Sheriff's Dept.	Hazardous Moving Violations	102	34.00	28
Clark County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0
Clark County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Clark County Sheriff's Dept.	Hazardous Moving Violations	5	1.67	0
Clay County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	2
Clay County Sheriff's Dept.	Speed - Exceeded Limit	3	1.00	4
Clay County Sheriff's Dept.	Hazardous Moving Violations	6	2.00	6
Cleveland Police Dept.	Alcohol/Drug Involved	0	0.00	0
Cleveland Police Dept.	Speed - Exceeded Limit	0	0.00	0
Cleveland Police Dept.	Hazardous Moving Violations	0	0.00	0
Clinton Police Dept.	Alcohol/Drug Involved	1	0.33	1
Clinton Police Dept.	Speed - Exceeded Limit	0	0.00	0
Clinton Police Dept.	Hazardous Moving Violations	3	1.00	2
Cole County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	4
Cole County Sheriff's Dept.	Speed - Exceeded Limit	2	0.67	2
Cole County Sheriff's Dept.	Hazardous Moving Violations	28	9.33	9
Columbia Police Dept.	Alcohol/Drug Involved	34	11.33	4

Columbia Police Dept.	Speed - Exceeded Limit	12	4.00	1
Columbia Police Dept.	Hazardous Moving Violations	51	17.00	10
Creve Coeur Police Dept.	Alcohol/Drug Involved	8	2.67	0
Creve Coeur Police Dept.	Speed - Exceeded Limit	1	0.33	0
Creve Coeur Police Dept.	Hazardous Moving Violations	10	3.33	3
Crystal City Police Dept.	Alcohol/Drug Involved	2	0.67	0
Crystal City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Crystal City Police Dept.	Hazardous Moving Violations	2	0.67	2
Dallas County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0
Dallas County Sheriff's Dept.	Speed - Exceeded Limit	6	2.00	0
Dallas County Sheriff's Dept.	Hazardous Moving Violations	46	15.33	0
Des Peres Dept. of Public Safety	Alcohol/Drug Involved	1	0.33	0
Des Peres Dept. of Public Safety	Speed - Exceeded Limit	1	0.33	0
Des Peres Dept. of Public Safety	Hazardous Moving Violations	4	1.33	1
DeSoto Police Dept.	Alcohol/Drug Involved	0	0.00	0
DeSoto Police Dept.	Speed - Exceeded Limit	0	0.00	0
DeSoto Police Dept.	Hazardous Moving Violations	0	0.00	0
Eldon Police Dept.	Alcohol/Drug Involved	2	0.67	0
Eldon Police Dept.	Speed - Exceeded Limit	1	0.33	1
Eldon Police Dept.	Hazardous Moving Violations	2	0.67	1
Ellisville Police Dept.	Alcohol/Drug Involved	1	0.33	1
Ellisville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ellisville Police Dept.	Hazardous Moving Violations	2	0.67	0
Eureka Police Dept.	Alcohol/Drug Involved	0	0.00	0
Eureka Police Dept.	Speed - Exceeded Limit	1	0.33	1
Eureka Police Dept.	Hazardous Moving Violations	3	1.00	4
Farmington Police Dept.	Alcohol/Drug Involved	8	2.67	2
Farmington Police Dept.	Speed - Exceeded Limit	2	0.67	1
Farmington Police Dept.	Hazardous Moving Violations	8	2.67	1
Ferguson Police Dept.	Alcohol/Drug Involved	2	0.67	1
Ferguson Police Dept.	Speed - Exceeded Limit	4	1.33	3
Ferguson Police Dept.	Hazardous Moving Violations	7	2.33	5
Festus Police Dept.	Alcohol/Drug Involved	1	0.33	0
Festus Police Dept.	Speed - Exceeded Limit	0	0.33	0
Festus Police Dept.	Hazardous Moving Violations	1	0.33	0
Florissant Police Dept.	Alcohol/Drug Involved	9	3.00	1
Florissant Police Dept.	Speed - Exceeded Limit	8	2.67	1

Florissant Police Dept.	Hazardous Moving Violations	22	7.33	4
Franklin County Sheriff's	Alcohol/Drug Involved	11	3.67	11
Franklin County Sheriff's	Speed - Exceeded Limit	13	4.33	1
Franklin County Sheriff's	Hazardous Moving Violations	193	64.33	41
Gladstone Dept. of Public Safety	Alcohol/Drug Involved	5	1.67	1
Gladstone Dept. of Public Safety	Speed - Exceeded Limit	5	1.67	0
Gladstone Dept. of Public Safety	Hazardous Moving Violations	9	3.00	4
Glendale Police Dept.	Alcohol/Drug Involved	1	0.33	0
Glendale Police Dept.	Speed - Exceeded Limit	1	0.33	0
Glendale Police Dept.	Hazardous Moving Violations	1	0.33	0
Grain Valley Police Dept.	Alcohol/Drug Involved	5	1.67	5
Grain Valley Police Dept.	Speed - Exceeded Limit	0	0.00	1
Grain Valley Police Dept.	Hazardous Moving Violations	2	0.67	4
Grandview Police Dept.	Alcohol/Drug Involved	5	1.67	2
Grandview Police Dept.	Speed - Exceeded Limit	2	0.67	1
Grandview Police Dept.	Hazardous Moving Violations	6	2.00	5
Greene County Sheriff's	Alcohol/Drug Involved	8	2.67	8
Greene County Sheriff's	Speed - Exceeded Limit	18	6.00	4
Greene County Sheriff's	Hazardous Moving Violations	77	25.67	29
Hallsville Police	Speed - Exceeded Limit	0	0.00	0
Hallsville Police	Hazardous Moving Violations	0	0.00	0
Harrisonville Police Dept.	Alcohol/Drug Involved	2	0.67	1
Harrisonville Police Dept.	Speed - Exceeded Limit	2	0.67	1
Harrisonville Police Dept.	Hazardous Moving Violations	5	1.67	2
Hayti Police Dept.	Alcohol/Drug Involved	1	0.33	2
Hayti Police Dept.	Speed - Exceeded Limit	1	0.33	0
Hayti Police Dept.	Hazardous Moving Violations	6	2.00	0
Hazelwood Police Dept.	Alcohol/Drug Involved	6	2.00	2
Hazelwood Police Dept.	Speed - Exceeded Limit	5	1.67	0
Hazelwood Police Dept.	Hazardous Moving Violations	20	6.67	3
Herculaneum Police Dept.	Alcohol/Drug Involved	0	0.00	0
Herculaneum Police Dept.	Speed - Exceeded Limit	0	0.00	0
Herculaneum Police Dept.	Hazardous Moving Violations		0.00	0
Highway Safety Division	Alcohol/Drug Involved		0.00	
Highway Safety Division	Speed - Exceeded Limit		0.00	
Highway Safety Division	Hazardous Moving Violations		0.00	
Howell County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	8

Howell County Sheriff's Dept.	Speed - Exceeded Limit	7	2.33	3
Howell County Sheriff's Dept.	Hazardous Moving Violations	54	18.00	7
Independence Police Dept.	Alcohol/Drug Involved	56	18.67	21
Independence Police Dept.	Speed - Exceeded Limit	35	11.67	10
Independence Police Dept.	Hazardous Moving Violations	109	36.33	62
Jackson County Sheriff's	Alcohol/Drug Involved	2	0.67	2
Jackson County Sheriff's	Speed - Exceeded Limit	6	2.00	3
Jackson County Sheriff's	Hazardous Moving Violations	21	7.00	6
Jackson Police Dept.	Alcohol/Drug Involved	3	1.00	2
Jackson Police Dept.	Speed - Exceeded Limit	1	0.33	0
Jackson Police Dept.	Hazardous Moving Violations	10	3.33	1
Jasco Metropolitan Police	Alcohol/Drug Involved		0.00	
Jasco-Metropolitan Police	Speed - Exceeded Limit		0.00	
Jasco-Metropolitan Police	Hazardous Moving Violations		0.00	
Jasper County Sheriff's	Alcohol/Drug Involved	4	1.33	4
Jasper County Sheriff's	Speed - Exceeded Limit	6	2.00	1
Jasper County Sheriff's	Hazardous Moving Violations	28	9.33	4
Jefferson City Police Dept.	Alcohol/Drug Involved	6	2.00	7
Jefferson City Police Dept.	Speed - Exceeded Limit	3	1.00	0
Jefferson City Police Dept.	Hazardous Moving Violations	26	8.67	9
Jefferson County Sheriff's	Alcohol/Drug Involved	26	8.67	26
Jefferson County Sheriff's	Speed - Exceeded Limit	20	6.67	8
Jefferson County Sheriff's	Hazardous Moving Violations	221	73.67	54
Jennings Police Dept.	Alcohol/Drug Involved	7	2.33	1
Jennings Police Dept.	Speed - Exceeded Limit	7	2.33	2
Jennings Police Dept.	Hazardous Moving Violations	8	2.67	3
Joplin Police Dept.	Alcohol/Drug Involved	16	5.33	5
Joplin Police Dept.	Speed - Exceeded Limit	8	2.67	2
Joplin Police Dept.	Hazardous Moving Violations	50	16.67	9
Kansas City MO Board of Police	Alcohol/Drug Involved	127	42.33	43
Kansas City MO Board of Police	Speed - Exceeded Limit	113	37.67	36
Kansas City MO Board of Police	Hazardous Moving Violations	308	102.67	103
Kearney Police Dept.	Alcohol/Drug Involved	3	1.00	0
Kearney Police Dept.	Speed - Exceeded Limit	0	0.00	0
Kearney Police Dept.	Hazardous Moving Violations	5	1.67	2
Kennett Police Dept.	Alcohol/Drug Involved	2	0.67	1
Kennett Police Dept.	Speed - Exceeded Limit	1	0.33	0

Kennett Police Dept.	Hazardous Moving Violations	8	2.67	1
Kirkwood Police Dept.	Alcohol/Drug Involved	6	2.00	0
Kirkwood Police Dept.	Speed - Exceeded Limit	3	1.00	0
Kirkwood Police Dept.	Hazardous Moving Violations	11	3.67	1
Lawrence County Sheriff's	Alcohol/Drug Involved	4	1.33	4
Lawrence County Sheriff's	Speed - Exceeded Limit	4	1.33	0
Lawrence County Sheriff's	Hazardous Moving Violations	59	19.67	16
Lebanon Police Dept.	Alcohol/Drug Involved	5	1.67	0
Lebanon Police Dept.	Speed - Exceeded Limit	3	1.00	0
Lebanon Police Dept.	Hazardous Moving Violations	13	4.33	5
Lee's Summit Police Dept.	Alcohol/Drug Involved	25	8.33	7
Lee's Summit Police Dept.	Speed - Exceeded Limit	18	6.00	4
Lee's Summit Police Dept.	Hazardous Moving Violations	69	23.00	20
Liberty Police Dept.	Alcohol/Drug Involved	10	3.33	2
Liberty Police Dept.	Speed - Exceeded Limit	6	2.00	0
Liberty Police Dept.	Hazardous Moving Violations	53	17.67	10
Livingston County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	2
Livingston County Sheriff's Dept.	Speed - Exceeded Limit	4	1.33	0
Livingston County Sheriff's Dept.	Hazardous Moving Violations	29	9.67	5
Maries County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	2
Maries County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0
Maries County Sheriff's Dept.	Hazardous Moving Violations	16	5.33	3
Maryland Heights Police Dept.	Alcohol/Drug Involved	6	2.00	1
Maryland Heights Police Dept.	Speed - Exceeded Limit	1	0.33	1
Maryland Heights Police Dept.	Hazardous Moving Violations	18	6.00	4
McDonald County Sheriff's Dept.	Alcohol/Drug Involved	10	3.33	10
McDonald County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	1
McDonald County Sheriff's Dept.	Hazardous Moving Violations	42	14.00	23
Missouri State Highway Patrol	Alcohol/Drug Involved		0.00	
Missouri State Highway Patrol	Speed - Exceeded Limit		0.00	
Missouri State Highway Patrol	Hazardous Moving Violations		0.00	
Moberly Police Dept.	Alcohol/Drug Involved	4	1.33	0
Moberly Police Dept.	Speed - Exceeded Limit	1	0.33	0
Moberly Police Dept.	Hazardous Moving Violations	5	1.67	0
Moline Acres Police Dept.	Alcohol/Drug Involved	0	0.00	0
Moline Acres Police Dept.	Speed - Exceeded Limit	0	0.00	0
Moline Acres Police Dept.	Hazardous Moving Violations	1	0.33	0

Monett Police Dept.	Alcohol/Drug Involved	4	1.33	0
Monett Police Dept.	Speed - Exceeded Limit	1	0.33	2
Monett Police Dept.	Hazardous Moving Violations	4	1.33	2
Neosho Police Dept.	Alcohol/Drug Involved	4	1.33	1
Neosho Police Dept.	Speed - Exceeded Limit	0	0.00	0
Neosho Police Dept.	Hazardous Moving Violations	6	2.00	1
Newton County Sheriff's	Alcohol/Drug Involved	5	1.67	5
Newton County Sheriff's	Speed - Exceeded Limit		0.00	2
Newton County Sheriff's	Hazardous Moving Violations	66	22.00	16
Nixa Police Dept.	Alcohol/Drug Involved	2	0.67	1
Nixa Police Dept.	Speed - Exceeded Limit	0	0.00	0
Nixa Police Dept.	Hazardous Moving Violations	3	1.00	1
North Kansas City Police Dept.	Alcohol/Drug Involved	3	1.00	1
North Kansas City Police Dept.	Speed - Exceeded Limit	1	0.33	1
North Kansas City Police Dept.	Hazardous Moving Violations	5	1.67	3
Northwoods Police Dept.	Alcohol/Drug Involved	0	0.00	0
Northwoods Police Dept.	Speed - Exceeded Limit	0	0.00	0
Northwoods Police Dept.	Hazardous Moving Violations	1	0.33	0
O'Fallon Police Dept.	Alcohol/Drug Involved	0	0.00	0
O'Fallon Police Dept.	Speed - Exceeded Limit	0	0.00	0
O'Fallon Police Dept.	Hazardous Moving Violations	0	0.00	0
Olivette Police Dept.	Alcohol/Drug Involved	2	0.67	0
Olivette Police Dept.	Speed - Exceeded Limit	2	0.67	0
Olivette Police Dept.	Hazardous Moving Violations	3	1.00	0
Oronogo Police Dept.	Alcohol/Drug Involved	0	0.00	0
Oronogo Police Dept.	Speed - Exceeded Limit	0	0.00	0
Oronogo Police Dept.	Hazardous Moving Violations	0	0.00	0
Osage Beach	Alcohol/Drug Involved	1	0.33	1
Osage Beach	Speed - Exceeded Limit	0	0.00	0
Osage Beach	Hazardous Moving Violations	6	2.00	2
Overland Police Dept.	Alcohol/Drug Involved	9	3.00	0
Overland Police Dept.	Speed - Exceeded Limit	4	1.33	0
Overland Police Dept.	Hazardous Moving Violations	10	3.33	1
Ozark Police Dept.	Alcohol/Drug Involved	3	1.00	1
Ozark Police Dept.	Speed - Exceeded Limit	1	0.33	0
Ozark Police Dept.	Hazardous Moving Violations	18	6.00	1
Pacific Police Dept.	Alcohol/Drug Involved	2	0.67	0

Pacific Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pacific Police Dept.	Hazardous Moving Violations	6	2.00	0
Palmyra Police Dept.	Alcohol/Drug Involved	1	0.33	0
Palmyra Police Dept.	Speed - Exceeded Limit	0	0.00	0
Palmyra Police Dept.	Hazardous Moving Violations	0	0.00	0
Peculiar Police Dept.	Alcohol/Drug Involved	0	0.00	0
Peculiar Police Dept.	Speed - Exceeded Limit	0	0.00	0
Peculiar Police Dept.	Hazardous Moving Violations	0	0.00	1
Pemiscot County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	3
Pemiscot County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	0
Pemiscot County Sheriff's Dept.	Hazardous Moving Violations	20	6.67	3
Perry County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	3
Perry County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	0
Perry County Sheriff's Dept.	Hazardous Moving Violations	16	5.33	3
Pevely Police Dept.	Alcohol/Drug Involved	2	0.67	1
Pevely Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pevely Police Dept.	Hazardous Moving Violations	3	1.00	0
Phelps County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	6
Phelps County Sheriff's Dept.	Speed - Exceeded Limit	13	4.33	1
Phelps County Sheriff's Dept.	Hazardous Moving Violations	44	14.67	15
Platte County Sheriff's	Alcohol/Drug Involved	0	0.00	0
Platte County Sheriff's	Speed - Exceeded Limit	7	2.33	0
Platte County Sheriff's	Hazardous Moving Violations	27	9.00	3
Pleasant Hill Police Dept.	Alcohol/Drug Involved	1	0.33	1
Pleasant Hill Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pleasant Hill Police Dept.	Hazardous Moving Violations	4	1.33	0
Poplar Bluff Police Dept.	Alcohol/Drug Involved	11	3.67	0
Poplar Bluff Police Dept.	Speed - Exceeded Limit	1	0.33	1
Poplar Bluff Police Dept.	Hazardous Moving Violations	12	4.00	3
Potosi Police Dept.	Alcohol/Drug Involved	1	0.33	0
Potosi Police Dept.	Speed - Exceeded Limit	0	0.00	0
Potosi Police Dept.	Hazardous Moving Violations	1	0.33	1
Pulaski County Sheriff's Dept.	Alcohol/Drug Involved	5	1.67	5
Pulaski County Sheriff's Dept.	Speed - Exceeded Limit	4	1.33	1
Pulaski County Sheriff's Dept.	Hazardous Moving Violations	52	17.33	6
Raymore Police Dept.	Alcohol/Drug Involved	1	0.33	0
Raymore Police Dept.	Speed - Exceeded Limit	2	0.67	0

Raymore Police Dept.	Hazardous Moving Violations	5	1.67	0
Raytown Police Dept.	Alcohol/Drug Involved	5	1.67	1
Raytown Police Dept.	Speed - Exceeded Limit	6	2.00	0
Raytown Police Dept.	Hazardous Moving Violations	8	2.67	1
Republic Police Dept.	Alcohol/Drug Involved	1	0.33	1
Republic Police Dept.	Speed - Exceeded Limit	0	0.00	0
Republic Police Dept.	Hazardous Moving Violations	4	1.33	3
Reynolds County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	6
Reynolds County Sheriff's Dept.	Speed - Exceeded Limit	2	0.67	0
Reynolds County Sheriff's Dept.	Hazardous Moving Violations	29	9.67	10
Richmond Heights Police Dept.	Alcohol/Drug Involved	1	0.33	0
Richmond Heights Police Dept.	Speed - Exceeded Limit	2	0.67	0
Richmond Heights Police Dept.	Hazardous Moving Violations	5	1.67	1
Richmond Police Dept.	Alcohol/Drug Involved	1	0.33	1
Richmond Police Dept.	Speed - Exceeded Limit	0	0.00	0
Richmond Police Dept.	Hazardous Moving Violations	1	0.33	1
Rolla Police Dept.	Alcohol/Drug Involved	8	2.67	1
Rolla Police Dept.	Speed - Exceeded Limit	2	0.67	1
Rolla Police Dept.	Hazardous Moving Violations	13	4.33	2
Scott County Sheriff's	Alcohol/Drug Involved	7	2.33	7
Scott County Sheriff's	Speed - Exceeded Limit	1	0.33	0
Scott County Sheriff's	Hazardous Moving Violations	22	7.33	12
Sedalia Police Dept.	Alcohol/Drug Involved	13	4.33	1
Sedalia Police Dept.	Speed - Exceeded Limit	4	1.33	0
Sedalia Police Dept.	Hazardous Moving Violations	10	3.33	0
Smithville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Smithville Police Dept.	Speed - Exceeded Limit	0	0.00	1
Smithville Police Dept.	Hazardous Moving Violations	0	0.00	2
Springfield Police Dept.	Alcohol/Drug Involved	43	14.33	13
Springfield Police Dept.	Speed - Exceeded Limit	17	5.67	7
Springfield Police Dept.	Hazardous Moving Violations	69	23.00	15
St. Charles City Police	Alcohol/Drug Involved	23	7.67	2
St. Charles City Police	Speed - Exceeded Limit	9	3.00	5
St. Charles City Police	Hazardous Moving Violations	40	13.33	10
St. Charles County Sheriff's	Alcohol/Drug Involved	10	3.33	10
St. Charles County Sheriff's	Speed - Exceeded Limit	18	6.00	6
St. Charles County Sheriff's	Hazardous Moving Violations	81	27.00	19

St. Clair Police Dept.	Alcohol/Drug Involved	2	0.67	1
St. Clair Police Dept.	Speed - Exceeded Limit	1	0.33	0
St. Clair Police Dept.	Hazardous Moving Violations	4	1.33	2
St. John Police Dept.	Alcohol/Drug Involved	1	0.33	0
St. John Police Dept.	Speed - Exceeded Limit	1	0.33	0
St. John Police Dept.	Hazardous Moving Violations	2	0.67	0
St. Joseph Police Dept.	Alcohol/Drug Involved	45	15.00	7
St. Joseph Police Dept.	Speed - Exceeded Limit	27	9.00	5
St. Joseph Police Dept.	Hazardous Moving Violations	116	38.67	31
St. Louis County Police	Alcohol/Drug Involved	20	6.67	20
St. Louis County Police	Speed - Exceeded Limit	29	9.67	9
St. Louis County Police	Hazardous Moving Violations	121	40.33	47
St. Louis Metro Police	Alcohol/Drug Involved	20	6.67	9
St. Louis Metro Police	Speed - Exceeded Limit	86	28.67	21
St. Louis Metro Police	Hazardous Moving Violations	175	58.33	44
St. Peters Police Dept.	Alcohol/Drug Involved	10	3.33	5
St. Peters Police Dept.	Speed - Exceeded Limit	5	1.67	2
St. Peters Police Dept.	Hazardous Moving Violations	19	6.33	10
St. Robert Police Dept.	Alcohol/Drug Involved	3	1.00	1
St. Robert Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. Robert Police Dept.	Hazardous Moving Violations	7	2.33	3
Ste. Genevieve County Sheriff's D	Alcohol/Drug Involved	3	1.00	3
Ste. Genevieve County Sheriff's D	Speed - Exceeded Limit	0	0.00	1
Ste. Genevieve County Sheriff's D	Hazardous Moving Violations	12	4.00	2
Stone County Sheriff's	Alcohol/Drug Involved	6	2.00	6
Stone County Sheriff's	Speed - Exceeded Limit	7	2.33	2
Stone County Sheriff's	Hazardous Moving Violations	70	23.33	18
Strafford Police Dept.	Alcohol/Drug Involved	1	0.33	0
Strafford Police Dept.	Speed - Exceeded Limit	0	0.00	0
Strafford Police Dept.	Hazardous Moving Violations	1	0.33	0
Sugar Creek Police Dept.	Alcohol/Drug Involved	1	0.33	0
Sugar Creek Police Dept.	Speed - Exceeded Limit	2	0.67	0
Sugar Creek Police Dept.	Hazardous Moving Violations	3	1.00	0
Taney County Sheriff's Dept.	Alcohol/Drug Involved	9	3.00	9
Taney County Sheriff's Dept.	Speed - Exceeded Limit	20	6.67	4
Taney County Sheriff's Dept.	Hazardous Moving Violations	75	25.00	25
Town & Country Police	Alcohol/Drug Involved	4	1.33	4

Town & Country Police	Speed - Exceeded Limit	1	0.33	2
Town & Country Police	Hazardous Moving Violations	14	4.67	7
Troy Police Dept.	Alcohol/Drug Involved	2	0.67	2
Troy Police Dept.	Speed - Exceeded Limit	1	0.33	0
Troy Police Dept.	Hazardous Moving Violations	2	0.67	1
Union Police Dept.	Alcohol/Drug Involved	2	0.67	0
Union Police Dept.	Speed - Exceeded Limit	1	0.33	1
Union Police Dept.	Hazardous Moving Violations	8	2.67	3
University City Police	Alcohol/Drug Involved	2	0.67	0
University City Police	Speed - Exceeded Limit	3	1.00	0
University City Police	Hazardous Moving Violations	7	2.33	0
University of Central Missouri DPS	Alcohol/Drug Involved		0.00	
University of Central Missouri DPS	Speed - Exceeded Limit		0.00	
University of Central Missouri DPS	Hazardous Moving Violations		0.00	
University of Missouri Police Dept.	Alcohol/Drug Involved		0.00	
University of Missouri Police Dept.	Speed - Exceeded Limit		0.00	
University of Missouri Police Dept.	Hazardous Moving Violations		0.00	
Velda City Police Dept.	Alcohol/Drug Involved	0	0.00	1
Velda City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Velda City Police Dept.	Hazardous Moving Violations	0	0.00	1
Vernon County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0
Vernon County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1
Vernon County Sheriff's Dept.	Hazardous Moving Violations	10	3.33	1
Washington County Sheriff's Dept.	Alcohol/Drug Involved	10	3.33	10
Washington County Sheriff's Dept.	Speed - Exceeded Limit	8	2.67	2
Washington County Sheriff's Dept.	Hazardous Moving Violations	57	19.00	14
Washington Police Dept.	Alcohol/Drug Involved	3	1.00	0
Washington Police Dept.	Speed - Exceeded Limit	1	0.33	0
Washington Police Dept.	Hazardous Moving Violations	5	1.67	0
Webb City Police Dept.	Alcohol/Drug Involved	3	1.00	1
Webb City Police Dept.	Speed - Exceeded Limit	1	0.33	0
Webb City Police Dept.	Hazardous Moving Violations	6	2.00	3
Webster Groves Police Dept.	Alcohol/Drug Involved	0	0.00	0
Webster Groves Police Dept.	Speed - Exceeded Limit	0	0.00	0
Webster Groves Police Dept.	Hazardous Moving Violations	0	0.00	0
West Plains Police Dept.	Alcohol/Drug Involved	5	1.67	0
West Plains Police Dept.	Speed - Exceeded Limit	4	1.33	0

West Plains Police Dept.	Hazardous Moving Violations	7	2.33	1
Willard Police Dept.	Alcohol/Drug Involved	1	0.33	0
Willard Police Dept.	Speed - Exceeded Limit	1	0.33	0
Willard Police Dept.	Hazardous Moving Violations	4	1.33	1
Willow Springs Police Dept.	Alcohol/Drug Involved	0	0.00	0
Willow Springs Police Dept.	Speed - Exceeded Limit	0	0.00	0
Willow Springs Police Dept.	Hazardous Moving Violations	1	0.33	0
Wright City Police Dept.	Alcohol/Drug Involved	0	0.00	0
Wright City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Wright City Police Dept.	Hazardous Moving Violations	4	1.33	0

Agency	Crash Type	Oct. 1, 2007 - Sept. 30, 2010 Total Crashes	3 Year Average Total Crashes	Oct. 1, 2010 - Sept. 30, 2011 Total Crashes
Archie Police Dept.	Alcohol/Drug Involved	2	0.67	0
Archie Police Dept.	Speed - Exceeded Limit	1	0.33	1
Archie Police Dept.	Hazardous Moving Violations	4	1.33	3
Arnold Police Dept.	Alcohol/Drug Involved	91	30.33	20
Arnold Police Dept.	Speed - Exceeded Limit	35	11.67	9
Arnold Police Dept.	Hazardous Moving Violations	487	162.33	153
Ballwin Police Dept.	Alcohol/Drug Involved	58	19.33	14
Ballwin Police Dept.	Speed - Exceeded Limit	27	9.00	4
Ballwin Police Dept.	Hazardous Moving Violations	441	147.00	146
Barry County Sheriff's Dept.	Alcohol/Drug Involved	218	72.67	66
Barry County Sheriff's Dept.	Speed - Exceeded Limit	34	11.33	9
Barry County Sheriff's Dept.	Hazardous Moving Violations	549	183.00	150
Barton County Sheriff's	Alcohol/Drug Involved	32	10.67	7
Barton County Sheriff's	Speed - Exceeded Limit	3	1.00	0
Barton County Sheriff's	Hazardous Moving Violations	125	41.67	32
Bellefontaine Neighbors	Alcohol/Drug Involved	41	13.67	14
Bellefontaine Neighbors	Speed - Exceeded Limit	22	7.33	8
Bellefontaine Neighbors	Hazardous Moving Violations	408	136.00	134
Belton Police Dept.	Alcohol/Drug Involved	73	24.33	18
Belton Police Dept.	Speed - Exceeded Limit	22	7.33	13
Belton Police Dept.	Hazardous Moving Violations	813	271.00	224
Billings Police Dept.	Alcohol/Drug Involved	3	1.00	0
Billings Police Dept.	Speed - Exceeded Limit	2	0.67	0
Billings Police Dept.	Hazardous Moving Violations	21	7.00	3
Blue Springs Police Dept.	Alcohol/Drug Involved	207	69.00	63
Blue Springs Police Dept.	Speed - Exceeded Limit	95	31.67	33
Blue Springs Police Dept.	Hazardous Moving Violations	1252	417.33	359
Bolivar Police Dept.	Alcohol/Drug Involved	17	5.67	16
Bolivar Police Dept.	Speed - Exceeded Limit	20	6.67	6
Bolivar Police Dept.	Hazardous Moving Violations	184	61.33	48
Boone County Sheriff's	Alcohol/Drug Involved	195	65.00	57
Boone County Sheriff's	Speed - Exceeded Limit	84	28.00	20
Boone County Sheriff's	Hazardous Moving Violations	820	273.33	265
Branson Police Dept.	Alcohol/Drug Involved	89	29.67	18
Branson Police Dept.	Speed - Exceeded Limit	28	9.33	14
Branson Police Dept.	Hazardous Moving Violations	667	222.33	230

Breckenridge Hills Police Dept.	Alcohol/Drug Involved	17	5.67	6
Breckenridge Hills Police Dept.	Speed - Exceeded Limit	17	5.67	3
Breckenridge Hills Police Dept.	Hazardous Moving Violations	99	33.00	33
Brentwood Police Dept.	Alcohol/Drug Involved	11	3.67	4
Brentwood Police Dept.	Speed - Exceeded Limit	7	2.33	2
Brentwood Police Dept.	Hazardous Moving Violations	212	70.67	55
Bridgeton Police Dept.	Alcohol/Drug Involved	80	26.67	21
Bridgeton Police Dept.	Speed - Exceeded Limit	55	18.33	13
Bridgeton Police Dept.	Hazardous Moving Violations	911	303.67	241
Butler County Sheriff's Dept.	Alcohol/Drug Involved	182	60.67	43
Butler County Sheriff's Dept.	Speed - Exceeded Limit	37	12.33	11
Butler County Sheriff's Dept.	Hazardous Moving Violations	482	160.67	154
Byrnes Mill Police Dept.	Alcohol/Drug Involved	5	1.67	2
Byrnes Mill Police Dept.	Speed - Exceeded Limit	3	1.00	0
Byrnes Mill Police Dept.	Hazardous Moving Violations	80	26.67	11
Callaway County Sheriff's Dept.	Alcohol/Drug Involved	126	42.00	39
Callaway County Sheriff's Dept.	Speed - Exceeded Limit	46	15.33	5
Callaway County Sheriff's Dept.	Hazardous Moving Violations	694	231.33	266
Calverton Park Police Dept.	Alcohol/Drug Involved	2	0.67	1
Calverton Park Police Dept.	Speed - Exceeded Limit	4	1.33	0
Calverton Park Police Dept.	Hazardous Moving Violations	17	5.67	7
Camden County Sheriff's	Alcohol/Drug Involved	120	40.00	34
Camden County Sheriff's	Speed - Exceeded Limit	39	13.00	5
Camden County Sheriff's	Hazardous Moving Violations	539	179.67	112
Camdenton Police Dept.	Alcohol/Drug Involved	17	5.67	8
Camdenton Police Dept.	Speed - Exceeded Limit	2	0.67	2
Camdenton Police Dept.	Hazardous Moving Violations	103	34.33	19
Cape Girardeau County Sheriff's	Alcohol/Drug Involved	117	39.00	31
Cape Girardeau County Sheriff's	Speed - Exceeded Limit	9	3.00	3
Cape Girardeau County Sheriff's	Hazardous Moving Violations	432	144.00	92
Cape Girardeau Police	Alcohol/Drug Involved	61	20.33	19
Cape Girardeau Police	Speed - Exceeded Limit	26	8.67	7
Cape Girardeau Police	Hazardous Moving Violations	2182	727.33	767
Cartersville Police Dept.	Alcohol/Drug Involved	3	1.00	4
Cartersville Police Dept.	Speed - Exceeded Limit	2	0.67	0
Cartersville Police Dept.	Hazardous Moving Violations	20	6.67	1
Carthage Police Dept.	Alcohol/Drug Involved	56	18.67	12
Carthage Police Dept.	Speed - Exceeded Limit	12	4.00	5
Carthage Police Dept.	Hazardous Moving Violations	132	44.00	43

Caruthersville Police Dept.	Alcohol/Drug Involved	38	12.67	9
Caruthersville Police Dept.	Speed - Exceeded Limit	7	2.33	3
Caruthersville Police Dept.	Hazardous Moving Violations	36	12.00	11
Cass County Sheriff's Dept.	Alcohol/Drug Involved	122	40.67	33
Cass County Sheriff's Dept.	Speed - Exceeded Limit	88	29.33	19
Cass County Sheriff's Dept.	Hazardous Moving Violations	540	180.00	155
Charlack Police Dept.	Alcohol/Drug Involved	2	0.67	1
Charlack Police Dept.	Speed - Exceeded Limit	0	0.00	1
Charlack Police Dept.	Hazardous Moving Violations	9	3.00	2
Chesterfield Police Dept.	Alcohol/Drug Involved	105	35.00	42
Chesterfield Police Dept.	Speed - Exceeded Limit	66	22.00	13
Chesterfield Police Dept.	Hazardous Moving Violations	1183	394.33	545
Chillicothe Police Dept.	Alcohol/Drug Involved	36	12.00	4
Chillicothe Police Dept.	Speed - Exceeded Limit	18	6.00	2
Chillicothe Police Dept.	Hazardous Moving Violations	149	49.67	41
Christian County Sheriff's Dept.	Alcohol/Drug Involved	98	32.67	36
Christian County Sheriff's Dept.	Speed - Exceeded Limit	49	16.33	9
Christian County Sheriff's Dept.	Hazardous Moving Violations	595	198.33	205
Clark County Sheriff's Dept.	Alcohol/Drug Involved	17	5.67	2
Clark County Sheriff's Dept.	Speed - Exceeded Limit	4	1.33	1
Clark County Sheriff's Dept.	Hazardous Moving Violations	82	27.33	20
Clay County Sheriff's Dept.	Alcohol/Drug Involved	90	30.00	18
Clay County Sheriff's Dept.	Speed - Exceeded Limit	99	33.00	34
Clay County Sheriff's Dept.	Hazardous Moving Violations	375	125.00	118
Cleveland Police Dept.	Alcohol/Drug Involved	0	0.00	0
Cleveland Police Dept.	Speed - Exceeded Limit	0	0.00	0
Cleveland Police Dept.	Hazardous Moving Violations	1	0.33	1
Clinton Police Dept.	Alcohol/Drug Involved	31	10.33	13
Clinton Police Dept.	Speed - Exceeded Limit	8	2.67	3
Clinton Police Dept.	Hazardous Moving Violations	205	68.33	70
Cole County Sheriff's Dept.	Alcohol/Drug Involved	103	34.33	43
Cole County Sheriff's Dept.	Speed - Exceeded Limit	44	14.67	8
Cole County Sheriff's Dept.	Hazardous Moving Violations	382	127.33	118
Columbia Police Dept.	Alcohol/Drug Involved	453	151.00	113
Columbia Police Dept.	Speed - Exceeded Limit	171	57.00	44
Columbia Police Dept.	Hazardous Moving Violations	2264	754.67	410
Creve Coeur Police Dept.	Alcohol/Drug Involved	91	30.33	24
Creve Coeur Police Dept.	Speed - Exceeded Limit	23	7.67	6
Creve Coeur Police Dept.	Hazardous Moving Violations	1169	389.67	405

Crystal City Police Dept.	Alcohol/Drug Involved	21	7.00	4
Crystal City Police Dept.	Speed - Exceeded Limit	5	1.67	3
Crystal City Police Dept.	Hazardous Moving Violations	83	27.67	27
Dallas County Sheriff's Dept.	Alcohol/Drug Involved	65	21.67	10
Dallas County Sheriff's Dept.	Speed - Exceeded Limit	25	8.33	4
Dallas County Sheriff's Dept.	Hazardous Moving Violations	324	108.00	66
Des Peres Dept. of Public Safety	Alcohol/Drug Involved	30	10.00	8
Des Peres Dept. of Public Safety	Speed - Exceeded Limit	20	6.67	5
Des Peres Dept. of Public Safety	Hazardous Moving Violations	350	116.67	129
DeSoto Police Dept.	Alcohol/Drug Involved	0	0.00	0
DeSoto Police Dept.	Speed - Exceeded Limit	0	0.00	0
DeSoto Police Dept.	Hazardous Moving Violations	0	0.00	0
Eldon Police Dept.	Alcohol/Drug Involved	21	7.00	7
Eldon Police Dept.	Speed - Exceeded Limit	8	2.67	1
Eldon Police Dept.	Hazardous Moving Violations	90	30.00	17
Ellisville Police Dept.	Alcohol/Drug Involved	16	5.33	6
Ellisville Police Dept.	Speed - Exceeded Limit	8	2.67	2
Ellisville Police Dept.	Hazardous Moving Violations	342	114.00	87
Eureka Police Dept.	Alcohol/Drug Involved	23	7.67	8
Eureka Police Dept.	Speed - Exceeded Limit	9	3.00	3
Eureka Police Dept.	Hazardous Moving Violations	206	68.67	76
Farmington Police Dept.	Alcohol/Drug Involved	57	19.00	16
Farmington Police Dept.	Speed - Exceeded Limit	17	5.67	4
Farmington Police Dept.	Hazardous Moving Violations	411	137.00	114
Ferguson Police Dept.	Alcohol/Drug Involved	36	12.00	16
Ferguson Police Dept.	Speed - Exceeded Limit	48	16.00	11
Ferguson Police Dept.	Hazardous Moving Violations	216	72.00	76
Festus Police Dept.	Alcohol/Drug Involved	40	13.33	12
Festus Police Dept.	Speed - Exceeded Limit	14	4.67	4
Festus Police Dept.	Hazardous Moving Violations	308	102.67	91
Florissant Police Dept.	Alcohol/Drug Involved	171	57.00	58
Florissant Police Dept.	Speed - Exceeded Limit	86	28.67	36
Florissant Police Dept.	Hazardous Moving Violations	1541	513.67	493
Franklin County Sheriff's	Alcohol/Drug Involved	333	111.00	90
Franklin County Sheriff's	Speed - Exceeded Limit	89	29.67	13
Franklin County Sheriff's	Hazardous Moving Violations	1403	467.67	402
Gladstone Dept. of Public Safety	Alcohol/Drug Involved	90	30.00	23
Gladstone Dept. of Public Safety	Speed - Exceeded Limit	37	12.33	13
Gladstone Dept. of Public Safety	Hazardous Moving Violations	599	199.67	233

Glendale Police Dept.	Alcohol/Drug Involved	10	3.33	2
Glendale Police Dept.	Speed - Exceeded Limit	6	2.00	0
Glendale Police Dept.	Hazardous Moving Violations	40	13.33	12
Grain Valley Police Dept.	Alcohol/Drug Involved	49	16.33	19
Grain Valley Police Dept.	Speed - Exceeded Limit	16	5.33	3
Grain Valley Police Dept.	Hazardous Moving Violations	169	56.33	58
Grandview Police Dept.	Alcohol/Drug Involved	116	38.67	25
Grandview Police Dept.	Speed - Exceeded Limit	58	19.33	23
Grandview Police Dept.	Hazardous Moving Violations	472	157.33	109
Greene County Sheriff's	Alcohol/Drug Involved	259	86.33	75
Greene County Sheriff's	Speed - Exceeded Limit	136	45.33	18
Greene County Sheriff's	Hazardous Moving Violations	1209	403.00	351
Hallsville Police	Speed - Exceeded Limit	2	0.67	0
Hallsville Police	Hazardous Moving Violations	4	1.33	1
Harrisonville Police Dept.	Alcohol/Drug Involved	34	11.33	7
Harrisonville Police Dept.	Speed - Exceeded Limit	19	6.33	5
Harrisonville Police Dept.	Hazardous Moving Violations	210	70.00	67
Hayti Police Dept.	Alcohol/Drug Involved	22	7.33	5
Hayti Police Dept.	Speed - Exceeded Limit	4	1.33	0
Hayti Police Dept.	Hazardous Moving Violations	51	17.00	9
Hazelwood Police Dept.	Alcohol/Drug Involved	62	20.67	13
Hazelwood Police Dept.	Speed - Exceeded Limit	55	18.33	11
Hazelwood Police Dept.	Hazardous Moving Violations	1093	364.33	393
Herculaneum Police Dept.	Alcohol/Drug Involved	10	3.33	2
Herculaneum Police Dept.	Speed - Exceeded Limit	3	1.00	3
Herculaneum Police Dept.	Hazardous Moving Violations	105	35.00	24
Highway Safety Division	Alcohol/Drug Involved		0.00	
Highway Safety Division	Speed - Exceeded Limit		0.00	
Highway Safety Division	Hazardous Moving Violations		0.00	
Howell County Sheriff's Dept.	Alcohol/Drug Involved	139	46.33	42
Howell County Sheriff's Dept.	Speed - Exceeded Limit	28	9.33	8
Howell County Sheriff's Dept.	Hazardous Moving Violations		0.00	124
Independence Police Dept.	Alcohol/Drug Involved	556	185.33	150
Independence Police Dept.	Speed - Exceeded Limit	353	117.67	91
Independence Police Dept.	Hazardous Moving Violations	3758	1252.67	1131
Jackson County Sheriff's	Alcohol/Drug Involved	114	38.00	21
Jackson County Sheriff's	Speed - Exceeded Limit	91	30.33	19
Jackson County Sheriff's	Hazardous Moving Violations	366	122.00	87
Jackson Police Dept.	Alcohol/Drug Involved	37	12.33	10

Jackson Police Dept.	Speed - Exceeded Limit	7	2.33	5
Jackson Police Dept.	Hazardous Moving Violations	411	137.00	141
Jasco Metropolitan Police	Alcohol/Drug Involved		0.00	
Jasco-Metropolitan Police	Speed - Exceeded Limit		0.00	
Jasco-Metropolitan Police	Hazardous Moving Violations		0.00	
Jasper County Sheriff's	Alcohol/Drug Involved	157	52.33	43
Jasper County Sheriff's	Speed - Exceeded Limit	39	13.00	10
Jasper County Sheriff's	Hazardous Moving Violations	602	200.67	164
Jefferson City Police Dept.	Alcohol/Drug Involved	125	41.67	56
Jefferson City Police Dept.	Speed - Exceeded Limit	33	11.00	13
Jefferson City Police Dept.	Hazardous Moving Violations	1468	489.33	562
Jefferson County Sheriff's	Alcohol/Drug Involved	603	201.00	176
Jefferson County Sheriff's	Speed - Exceeded Limit	242	80.67	52
Jefferson County Sheriff's	Hazardous Moving Violations	2373	791.00	687
Jennings Police Dept.	Alcohol/Drug Involved	42	14.00	4
Jennings Police Dept.	Speed - Exceeded Limit	63	21.00	12
Jennings Police Dept.	Hazardous Moving Violations	283	94.33	95
Joplin Police Dept.	Alcohol/Drug Involved	266	88.67	58
Joplin Police Dept.	Speed - Exceeded Limit	87	29.00	19
Joplin Police Dept.	Hazardous Moving Violations	2234	744.67	535
Kansas City MO Board of Police	Alcohol/Drug Involved	1631	543.67	493
Kansas City MO Board of Police	Speed - Exceeded Limit	2101	700.33	537
Kansas City MO Board of Police	Hazardous Moving Violations	13896	4632.00	3973
Kearney Police Dept.	Alcohol/Drug Involved	23	7.67	13
Kearney Police Dept.	Speed - Exceeded Limit	9	3.00	2
Kearney Police Dept.	Hazardous Moving Violations	206	68.67	64
Kennett Police Dept.	Alcohol/Drug Involved	40	13.33	12
Kennett Police Dept.	Speed - Exceeded Limit	13	4.33	4
Kennett Police Dept.	Hazardous Moving Violations	123	41.00	32
Kirkwood Police Dept.	Alcohol/Drug Involved	83	27.67	26
Kirkwood Police Dept.	Speed - Exceeded Limit	29	9.67	8
Kirkwood Police Dept.	Hazardous Moving Violations	797	265.67	183
Lawrence County Sheriff's	Alcohol/Drug Involved	107	35.67	23
Lawrence County Sheriff's	Speed - Exceeded Limit	17	5.67	1
Lawrence County Sheriff's	Hazardous Moving Violations	396	132.00	98
Lebanon Police Dept.	Alcohol/Drug Involved	27	9.00	13
Lebanon Police Dept.	Speed - Exceeded Limit	16	5.33	2
Lebanon Police Dept.	Hazardous Moving Violations	483	161.00	161
Lee's Summit Police Dept.	Alcohol/Drug Involved	370	123.33	105

Lee's Summit Police Dept.	Speed - Exceeded Limit	158	52.67	54
Lee's Summit Police Dept.	Hazardous Moving Violations	2657	885.67	793
Liberty Police Dept.	Alcohol/Drug Involved	100	33.33	25
Liberty Police Dept.	Speed - Exceeded Limit	44	14.67	10
Liberty Police Dept.	Hazardous Moving Violations	1112	370.67	323
Livingston County Sheriff's Dept.	Alcohol/Drug Involved	34	11.33	7
Livingston County Sheriff's Dept.	Speed - Exceeded Limit	15	5.00	1
Livingston County Sheriff's Dept.	Hazardous Moving Violations	160	53.33	47
Maries County Sheriff's Dept.	Alcohol/Drug Involved	43	14.33	10
Maries County Sheriff's Dept.	Speed - Exceeded Limit	7	2.33	2
Maries County Sheriff's Dept.	Hazardous Moving Violations	124	41.33	50
Maryland Heights Police Dept.	Alcohol/Drug Involved	154	51.33	45
Maryland Heights Police Dept.	Speed - Exceeded Limit	51	17.00	12
Maryland Heights Police Dept.	Hazardous Moving Violations	1254	418.00	411
McDonald County Sheriff's Dept.	Alcohol/Drug Involved	166	55.33	50
McDonald County Sheriff's Dept.	Speed - Exceeded Limit	12	4.00	2
McDonald County Sheriff's Dept.	Hazardous Moving Violations	449	149.67	124
Missouri State Highway Patrol	Alcohol/Drug Involved		0.00	
Missouri State Highway Patrol	Speed - Exceeded Limit		0.00	
Missouri State Highway Patrol	Hazardous Moving Violations		0.00	
Moberly Police Dept.	Alcohol/Drug Involved	53	17.67	8
Moberly Police Dept.	Speed - Exceeded Limit	12	4.00	7
Moberly Police Dept.	Hazardous Moving Violations	407	135.67	122
Moline Acres Police Dept.	Alcohol/Drug Involved	3	1.00	1
Moline Acres Police Dept.	Speed - Exceeded Limit	7	2.33	0
Moline Acres Police Dept.	Hazardous Moving Violations	27	9.00	6
Monett Police Dept.	Alcohol/Drug Involved	43	14.33	9
Monett Police Dept.	Speed - Exceeded Limit	16	5.33	2
Monett Police Dept.	Hazardous Moving Violations	189	63.00	42
Neosho Police Dept.	Alcohol/Drug Involved	40	13.33	8
Neosho Police Dept.	Speed - Exceeded Limit	10	3.33	2
Neosho Police Dept.	Hazardous Moving Violations	212	70.67	42
Newton County Sheriff's	Alcohol/Drug Involved	162	54.00	56
Newton County Sheriff's	Speed - Exceeded Limit	31	10.33	9
Newton County Sheriff's	Hazardous Moving Violations	613	204.33	183
Nixa Police Dept.	Alcohol/Drug Involved	31	10.33	13
Nixa Police Dept.	Speed - Exceeded Limit	6	2.00	3
Nixa Police Dept.	Hazardous Moving Violations	333	111.00	118
North Kansas City Police Dept.	Alcohol/Drug Involved	67	22.33	14

North Kansas City Police Dept.	Speed - Exceeded Limit	34	11.33	9
North Kansas City Police Dept.	Hazardous Moving Violations	572	190.67	145
Northwoods Police Dept.	Alcohol/Drug Involved	9	3.00	2
Northwoods Police Dept.	Speed - Exceeded Limit	7	2.33	1
Northwoods Police Dept.	Hazardous Moving Violations	58	19.33	11
O'Fallon Police Dept.	Alcohol/Drug Involved	0	0.00	0
O'Fallon Police Dept.	Speed - Exceeded Limit	0	0.00	0
O'Fallon Police Dept.	Hazardous Moving Violations	0	0.00	0
Olivette Police Dept.	Alcohol/Drug Involved	14	4.67	5
Olivette Police Dept.	Speed - Exceeded Limit	17	5.67	1
Olivette Police Dept.	Hazardous Moving Violations	181	60.33	55
Oronogo Police Dept.	Alcohol/Drug Involved	1	0.33	0
Oronogo Police Dept.	Speed - Exceeded Limit	1	0.33	0
Oronogo Police Dept.	Hazardous Moving Violations	5	1.67	0
Osage Beach	Alcohol/Drug Involved	24	8.00	5
Osage Beach	Speed - Exceeded Limit	4	1.33	0
Osage Beach	Hazardous Moving Violations	317	105.67	80
Overland Police Dept.	Alcohol/Drug Involved	112	37.33	24
Overland Police Dept.	Speed - Exceeded Limit	71	23.67	9
Overland Police Dept.	Hazardous Moving Violations	516	172.00	164
Ozark Police Dept.	Alcohol/Drug Involved	44	14.67	10
Ozark Police Dept.	Speed - Exceeded Limit	24	8.00	4
Ozark Police Dept.	Hazardous Moving Violations	454	151.33	146
Pacific Police Dept.	Alcohol/Drug Involved	12	4.00	4
Pacific Police Dept.	Speed - Exceeded Limit	11	3.67	1
Pacific Police Dept.	Hazardous Moving Violations	173	57.67	35
Palmyra Police Dept.	Alcohol/Drug Involved	8	2.67	2
Palmyra Police Dept.	Speed - Exceeded Limit	2	0.67	0
Palmyra Police Dept.	Hazardous Moving Violations	36	12.00	14
Peculiar Police Dept.	Alcohol/Drug Involved	13	4.33	5
Peculiar Police Dept.	Speed - Exceeded Limit	10	3.33	4
Peculiar Police Dept.	Hazardous Moving Violations	68	22.67	29
Pemiscot County Sheriff's Dept.	Alcohol/Drug Involved	68	22.67	20
Pemiscot County Sheriff's Dept.	Speed - Exceeded Limit	24	8.00	1
Pemiscot County Sheriff's Dept.	Hazardous Moving Violations	234	78.00	62
Perry County Sheriff's Dept.	Alcohol/Drug Involved	51	17.00	22
Perry County Sheriff's Dept.	Speed - Exceeded Limit	8	2.67	2
Perry County Sheriff's Dept.	Hazardous Moving Violations	178	59.33	60
Plevy Police Dept.	Alcohol/Drug Involved	21	7.00	9

Pevely Police Dept.	Speed - Exceeded Limit	2	0.67	4
Pevely Police Dept.	Hazardous Moving Violations	168	56.00	29
Phelps County Sheriff's Dept.	Alcohol/Drug Involved	134	44.67	39
Phelps County Sheriff's Dept.	Speed - Exceeded Limit	59	19.67	7
Phelps County Sheriff's Dept.	Hazardous Moving Violations	741	247.00	221
Platte County Sheriff's	Alcohol/Drug Involved	68	22.67	15
Platte County Sheriff's	Speed - Exceeded Limit	46	15.33	10
Platte County Sheriff's	Hazardous Moving Violations	464	154.67	144
Pleasant Hill Police Dept.	Alcohol/Drug Involved	19	6.33	10
Pleasant Hill Police Dept.	Speed - Exceeded Limit	8	2.67	1
Pleasant Hill Police Dept.	Hazardous Moving Violations	78	26.00	20
Poplar Bluff Police Dept.	Alcohol/Drug Involved	116	38.67	25
Poplar Bluff Police Dept.	Speed - Exceeded Limit	50	16.67	9
Poplar Bluff Police Dept.	Hazardous Moving Violations	925	308.33	274
Potosi Police Dept.	Alcohol/Drug Involved	6	2.00	3
Potosi Police Dept.	Speed - Exceeded Limit	3	1.00	0
Potosi Police Dept.	Hazardous Moving Violations	54	18.00	8
Pulaski County Sheriff's Dept.	Alcohol/Drug Involved	136	45.33	41
Pulaski County Sheriff's Dept.	Speed - Exceeded Limit	30	10.00	10
Pulaski County Sheriff's Dept.	Hazardous Moving Violations	574	191.33	149
Raymore Police Dept.	Alcohol/Drug Involved	37	12.33	7
Raymore Police Dept.	Speed - Exceeded Limit	23	7.67	9
Raymore Police Dept.	Hazardous Moving Violations	171	57.00	40
Raytown Police Dept.	Alcohol/Drug Involved	79	26.33	12
Raytown Police Dept.	Speed - Exceeded Limit	64	21.33	11
Raytown Police Dept.	Hazardous Moving Violations	340	113.33	122
Republic Police Dept.	Alcohol/Drug Involved	30	10.00	13
Republic Police Dept.	Speed - Exceeded Limit	12	4.00	3
Republic Police Dept.	Hazardous Moving Violations	204	68.00	71
Reynolds County Sheriff's Dept.	Alcohol/Drug Involved	51	17.00	17
Reynolds County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	0
Reynolds County Sheriff's Dept.	Hazardous Moving Violations	173	57.67	38
Richmond Heights Police Dept.	Alcohol/Drug Involved	41	13.67	12
Richmond Heights Police Dept.	Speed - Exceeded Limit	34	11.33	16
Richmond Heights Police Dept.	Hazardous Moving Violations	591	197.00	278
Richmond Police Dept.	Alcohol/Drug Involved	19	6.33	6
Richmond Police Dept.	Speed - Exceeded Limit	19	6.33	5
Richmond Police Dept.	Hazardous Moving Violations	93	31.00	21
Rolla Police Dept.	Alcohol/Drug Involved	90	30.00	30

Rolla Police Dept.	Speed - Exceeded Limit	51	17.00	10
Rolla Police Dept.	Hazardous Moving Violations	996	332.00	283
Scott County Sheriff's	Alcohol/Drug Involved	89	29.67	39
Scott County Sheriff's	Speed - Exceeded Limit	8	2.67	2
Scott County Sheriff's	Hazardous Moving Violations	277	92.33	115
Sedalia Police Dept.	Alcohol/Drug Involved	140	46.67	26
Sedalia Police Dept.	Speed - Exceeded Limit	51	17.00	15
Sedalia Police Dept.	Hazardous Moving Violations	789	263.00	252
Smithville Police Dept.	Alcohol/Drug Involved	17	5.67	6
Smithville Police Dept.	Speed - Exceeded Limit	10	3.33	2
Smithville Police Dept.	Hazardous Moving Violations	92	30.67	37
Springfield Police Dept.	Alcohol/Drug Involved	869	289.67	314
Springfield Police Dept.	Speed - Exceeded Limit	268	89.33	105
Springfield Police Dept.	Hazardous Moving Violations	4678	1559.33	1384
St. Charles City Police	Alcohol/Drug Involved	360	120.00	121
St. Charles City Police	Speed - Exceeded Limit	114	38.00	33
St. Charles City Police	Hazardous Moving Violations	1771	590.33	588
St. Charles County Sheriff's	Alcohol/Drug Involved	344	114.67	100
St. Charles County Sheriff's	Speed - Exceeded Limit	219	73.00	43
St. Charles County Sheriff's	Hazardous Moving Violations	1712	570.67	509
St. Clair Police Dept.	Alcohol/Drug Involved	32	10.67	9
St. Clair Police Dept.	Speed - Exceeded Limit	12	4.00	2
St. Clair Police Dept.	Hazardous Moving Violations	170	56.67	52
St. John Police Dept.	Alcohol/Drug Involved	40	13.33	12
St. John Police Dept.	Speed - Exceeded Limit	13	4.33	1
St. John Police Dept.	Hazardous Moving Violations	117	39.00	31
St. Joseph Police Dept.	Alcohol/Drug Involved	425	141.67	105
St. Joseph Police Dept.	Speed - Exceeded Limit	179	59.67	65
St. Joseph Police Dept.	Hazardous Moving Violations	2382	794.00	719
St. Louis County Police	Alcohol/Drug Involved	609	203.00	226
St. Louis County Police	Speed - Exceeded Limit	593	197.67	125
St. Louis County Police	Hazardous Moving Violations	6240	2080.00	2047
St. Louis Metro Police	Alcohol/Drug Involved	702	234.00	182
St. Louis Metro Police	Speed - Exceeded Limit	2040	680.00	566
St. Louis Metro Police	Hazardous Moving Violations	10229	3409.67	3287
St. Peters Police Dept.	Alcohol/Drug Involved	220	73.33	63
St. Peters Police Dept.	Speed - Exceeded Limit	103	34.33	21
St. Peters Police Dept.	Hazardous Moving Violations	1817	605.67	598
St. Robert Police Dept.	Alcohol/Drug Involved	65	21.67	15

St. Robert Police Dept.	Speed - Exceeded Limit	16	5.33	5
St. Robert Police Dept.	Hazardous Moving Violations	309	103.00	77
Ste. Genevieve County Sheriff's D	Alcohol/Drug Involved	93	31.00	19
Ste. Genevieve County Sheriff's D	Speed - Exceeded Limit	23	7.67	6
Ste. Genevieve County Sheriff's D	Hazardous Moving Violations	267	89.00	93
Stone County Sheriff's	Alcohol/Drug Involved	141	47.00	48
Stone County Sheriff's	Speed - Exceeded Limit	41	13.67	8
Stone County Sheriff's	Hazardous Moving Violations	553	184.33	165
Strafford Police Dept.	Alcohol/Drug Involved	8	2.67	2
Strafford Police Dept.	Speed - Exceeded Limit	0	0.00	0
Strafford Police Dept.	Hazardous Moving Violations	50	16.67	10
Sugar Creek Police Dept.	Alcohol/Drug Involved	22	7.33	1
Sugar Creek Police Dept.	Speed - Exceeded Limit	9	3.00	10
Sugar Creek Police Dept.	Hazardous Moving Violations	49	16.33	29
Taney County Sheriff's Dept.	Alcohol/Drug Involved	215	71.67	54
Taney County Sheriff's Dept.	Speed - Exceeded Limit	100	33.33	19
Taney County Sheriff's Dept.	Hazardous Moving Violations	929	309.67	227
Town & Country Police	Alcohol/Drug Involved	61	20.33	17
Town & Country Police	Speed - Exceeded Limit	12	4.00	8
Town & Country Police	Hazardous Moving Violations		0.00	429
Troy Police Dept.	Alcohol/Drug Involved	17	5.67	10
Troy Police Dept.	Speed - Exceeded Limit	8	2.67	0
Troy Police Dept.	Hazardous Moving Violations	147	49.00	51
Union Police Dept.	Alcohol/Drug Involved	48	16.00	12
Union Police Dept.	Speed - Exceeded Limit	11	3.67	4
Union Police Dept.	Hazardous Moving Violations	407	135.67	91
University City Police	Alcohol/Drug Involved	83	27.67	16
University City Police	Speed - Exceeded Limit	62	20.67	10
University City Police	Hazardous Moving Violations	503	167.67	93
University of Central Missouri DP	Alcohol/Drug Involved		0.00	
University of Central Missouri DP	Speed - Exceeded Limit		0.00	
University of Central Missouri DP	Hazardous Moving Violations		0.00	
University of Missouri Police Dept	Alcohol/Drug Involved		0.00	
University of Missouri Police Dept	Speed - Exceeded Limit		0.00	
University of Missouri Police Dept	Hazardous Moving Violations		0.00	
Velda City Police Dept.	Alcohol/Drug Involved	3	1.00	1
Velda City Police Dept.	Speed - Exceeded Limit	2	0.67	0
Velda City Police Dept.	Hazardous Moving Violations	3	1.00	2
Vernon County Sheriff's Dept.	Alcohol/Drug Involved	54	18.00	13

Vernon County Sheriff's Dept.	Speed - Exceeded Limit	7	2.33	2
Vernon County Sheriff's Dept.	Hazardous Moving Violations	216	72.00	61
Washington County Sheriff's Dept.	Alcohol/Drug Involved	89	29.67	35
Washington County Sheriff's Dept.	Speed - Exceeded Limit	51	17.00	9
Washington County Sheriff's Dept.	Hazardous Moving Violations	343	114.33	99
Washington Police Dept.	Alcohol/Drug Involved	70	23.33	18
Washington Police Dept.	Speed - Exceeded Limit	18	6.00	1
Washington Police Dept.	Hazardous Moving Violations	539	179.67	156
Webb City Police Dept.	Alcohol/Drug Involved	45	15.00	3
Webb City Police Dept.	Speed - Exceeded Limit	20	6.67	5
Webb City Police Dept.	Hazardous Moving Violations	213	71.00	68
Webster Groves Police Dept.	Alcohol/Drug Involved	0	0.00	0
Webster Groves Police Dept.	Speed - Exceeded Limit	0	0.00	0
Webster Groves Police Dept.	Hazardous Moving Violations	0	0.00	0
West Plains Police Dept.	Alcohol/Drug Involved	51	17.00	13
West Plains Police Dept.	Speed - Exceeded Limit	53	17.67	16
West Plains Police Dept.	Hazardous Moving Violations	364	121.33	114
Willard Police Dept.	Alcohol/Drug Involved	8	2.67	1
Willard Police Dept.	Speed - Exceeded Limit	5	1.67	0
Willard Police Dept.	Hazardous Moving Violations	46	15.33	13
Willow Springs Police Dept.	Alcohol/Drug Involved	6	2.00	0
Willow Springs Police Dept.	Speed - Exceeded Limit	4	1.33	2
Willow Springs Police Dept.	Hazardous Moving Violations	21	7.00	0
Wright City Police Dept.	Alcohol/Drug Involved	15	5.00	3
Wright City Police Dept.	Speed - Exceeded Limit	9	3.00	2
Wright City Police Dept.	Hazardous Moving Violations	122	40.67	62

Highway Safety Funded Enforcement Totals
Fiscal Year 2011

Includes citations and warnings

Totals

	DWI	5,761	
	Following to Close	1,633	
	Stop sign	7,044	
	Signal violation	3,580	
	Fail to Yield	1,071	
	C&I	1,335	
	Speeding	81,055	
	Other HMV	25,761	
	Total HMV	127,261	
	Seat Belt	20,131	
	Child Restraint	933	
	Other Violations	43,867	
	Total Violations	319,432	
	Felony Arrests	1,287	
	Drug Arrests	1,758	
	Vehicles Recovered	36	
	Fugitives Apprehended	2,868	
	Suspended Revoked License	6,334	
	Uninsured	14,624	
	Total Number of Stops	301,027	
	Hours Worked	159,170	
	Number of Sobriety Checkpoints	487	

PROJECT TITLE:

Revision of 999, MO Vision Exam Report

PROJECT NUMBER:

11-DL-02-1

PROGRAM AREA:

02

JURISDICTION SIZE:

1,000,000

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Curators of University of Missouri - St. Louis

AGENCY CONTACT:

Dr. Kathleen Boland

PROJECT DESCRIPTION:

Two goals will be addressed with this project:

- 1) Revision of Form 999
- 2) Education of eye care professionals about usage of the new form

In collaboration with DOR and DLB personnel, the Vision Examination Record, Form 999 will be revised. Information obtained from other States/providences and feedback from experts in the field (e.g., optometrists, ophthalmologists, driving specialists, and researchers) will help refine the form to adequately address its deficiencies. The recently revised Form 1528, Physician's Statement, will serve as a template for the 999 revision. A full-page form may be necessary to adequately address the concerns. A longer form will allow check boxes for restrictions, visual conditions, and professional opinions and provide DOR personnel more thorough information both for the short-term (i.e., licensure) and long term (i.e., to determine if Missouri restrictions are too restrictive or too lenient). Similar results to those found with Form 1528 are expected.

Through a variety of Missouri and regionally based optometry and ophthalmology meetings and conferences, the revised form will be presented for professional feedback and opinion. As the professionals use this revised form and make these suggestions, the research team will determine those elements of the form found to be efficacious for both the doctors and the DLB staff.

Background:

The aim of the proposed project is to review, revise, validate, and disseminate a new vision evaluation Form 999 for use in the State of Missouri.

Missouri Driver's License Bureau (DLB) and Department of Revenue (DOR) personnel are required to screen all driver license applicants for visual acuities and visual fields. The purpose of this screening is to eliminate visually impaired drivers from the road and increase roadway safety. DLB workers are then required to license applicants or refer them for further testing to an eye physician. Form 999 is given to the driver if he/she did not meet the basic visual requirements for an unrestricted license. The driver is then expected to make an appointment with the eye professional for the vision data needed. This data then enables the DLB to make an informed decision regarding licensure/de-licensure.

Dr. Tom Meuser and a team of St. Louis-based colleagues completed a project with funding support from the AAFTS that evaluated 4100 DOR cases from both microfilmed and handwritten documents involving drivers cited as medically unfit from 2001 to 2005. This information included vision data collected from Forms 1528 (Physician's Statement) and 999 (Vision Examination Record). The data from 1528 was analyzed to determine efficacy for the identification of medically unsafe drivers. Subsequently, Form 1528 was revised through a one-year process funded by a MODOT Grant for Highway Safety. This project made Form 1528 more "user-friendly" so physicians can obtain more qualitative data and professional opinions regarding their patients' driving potential and medical frailty. Data available from the new Form 1528 and Dr. Meuser's experience in conducting this work may now be used in revising Form 999.

PROBLEM IDENTIFICATION:

Inaccurate input from medical providers can result in inaccurate outputs on license status and application of restrictions (e.g., for vision - no night driving, must wear corrective lenses). Designating citizens as "visually impaired" without obtaining important specialist information such as visual acuity, visual fields, and license restriction recommendations can have a devastating effect on quality of life. Accurate vision data is needed by the decision-makers in driving licensure.

In the findings reported by Dr. Meuser's team, physicians were often noted to have inadequately completed the vision data section on Form 1528 or simply to have checked the "visually impaired" box without substantiating evidence. In only 32% of the returned forms did the physician report visual acuities through a patient's current glasses, 21% without correction, and 15% with best possible correction. Visual fields were completed in 21% of the cases in each eye separately and only in 3% of the cases with both eyes open. Recommendations for vision restriction were rarely noted as was the actual ocular condition the "vision impairment" implied. Returned Form 999 reports provide slightly more information (90% gave visual acuities through the patient's present correction, 79% without correction, and 87% gave visual field information). Again, visual conditions were rarely mentioned and special restrictions were noted in only 8% of the cases.

As the population ages, there will be a greater number of older drivers. Many visual conditions are associated with aging and some ocular diseases are more common in older adults. We need to have more doctors' input on the condition of their patients' eyes by having them more accurately and fully complete Form 999. In order to do this, we need better data-gathering mechanisms and training so that the doctors can make better decisions regarding visual impairment and restrictions so that the DLB can make more informed decisions regarding licensure.

The problem is occurring in the transmission of information from the doctors to the DLB. Form 999 lacks the instructions for completing the form or prompts for information needed.

The vision data has indicated that this flow of information from the doctor to the license bureau is an on-going problem. Again, the data was collected from 2001 to 2005 with little if any variance from year to year. This implies that the DLB staff, who rely on accurate and complete data, had to determine licensure and visual restrictions based on minimal information on a daily basis.

Form 999, the Vision Examination Record, is a one-half page form that inadequately addresses all the visual information necessary to determine licensure. Our Missouri form is adequate for some quantitative reporting but falls short in being complete. It lacks the depth of instruction and prompts to allow eye care professionals to report all relevant information needed for licensure decisions by the DLB.

GOALS AND OBJECTIVES:

TIMELINE AND GOALS:

10/10: Collect & review vision forms from other States/provinces. Review relevant literature regarding vision and driving. Introduce topic at the annual Missouri Optometric Association conference.

11/10: Present collected data to DOR and DLB officials in Jefferson City. Discuss the ways in which features of the revised form will impact their staff and if further revisions will impact efficacy of implementation.

12/10: Revise Form 999 and distribute to 6-8 experts in vision, driving safety, and/or driver's licensing for feedback.

1/11: Meet with DLB/DOR personnel regarding feedback obtained from aforementioned experts and the ways in which Form 999 can further be revised based on this information (after revisions). Further revisions will be discussed.

2/11-5/11: Distribute revised Form 999 with all notifications sent to new cited drivers over a 12-week period. Encourage cited drivers to present this form to their eye physicians to be completed and returned.

5/11: Data from reported drivers will be collected and compared to past data. Due to the increasing number of older adults, more forms are expected for completion than were completed in 2001-2005. The research team will review data with DOR officials and revisions will be made to ensure physician data is clear and relevant. DOR will post the revised Form 999 draft on their website to initiate statewide usage.

8/11: End data collection on Form 999. Gather all new cases that used this latest form for analysis. Clean and analyze the evaluation data (qualitatively for completion and statistically to compare with baseline).

9/11: Meet with DOR to discuss findings and make final revisions as needed. Post the revised form to the DOR website for future use.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)

- Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Previously, through a MODOT grant reworking the Physician's Statement for Medical Fitness to Drive (Form 1528), by Dr. Tom Meuser and his team, it was ascertained that information reported by physicians on vision data was inadequate and inconsistent. Though the original Vision Examination Record (Form 999) did contain more specific visual information than the original Form 1528, much of that data was incomplete or contradictory. By working on Form 999 on the grant this past year, it is hoped that the data collected is more complete so that educated decisions can be made by the DLB staff regarding licensure and restrictions.

Over the past year, the vision and medical forms with vision data were analyzed from all 50 States and a few Canadian provinces. Current literature regarding vision and driving was also reviewed. It was determined that to avoid confusion among eye care professionals, the vision data section of Dr. Tom Meuser's new Form 1528 would be used as a template. By doing this the hope is that the vision data obtained is consistent whether obtained from a primary care physician, ophthalmologist, and/or optometrist. This will also be less confusing to the DLB staff who will now be analyzing consistent vision data in their decision-making.

By using this "check box" system, it is hoped that physicians will find the form more user-friendly and comprehensive; in this way more data will be obtained in the same or less amount of time by the doctor. Ultimately the intent is to compare this more data-rich information to crash data in order to determine whether visual restrictions and/or de-licensure of drivers with visual impairment is adequate and/or fair or, more specifically, if Missouri's driving laws/restrictions on visual impairment and driving are appropriate with current trends in evidence-based medicine.

Several experts in the field of vision and driving were sent a copy of the new Form 999 and asked for their opinion/suggestions. Only one expert responded, but he had several good suggestions and points. He had many relevant questions about the direction of the project and thought this was a good starting point for on-going studies on vision and driving and was consistent with current trends in State licensure.

After presenting the new form to the DOR staff in Jefferson City in the spring of 2011, they reviewed the form with their legal staff and posted the new Form 999 on their website in late summer/early autumn of 2011. This was the same time the grant was expiring, so not enough data was collected by the DLB by the end of September 2011 for analysis. Dr. Boland still intends to go to Jefferson City to collect data that can be analyzed for a final report to MODOT; evidently many forms have recently been collected. A "Memorandum of Agreement" between the DOR and UMSL needs to be established first in order for them to allow Dr. Boland to view the information. Dr. Boland plans to gather data in January 2012 and follow up with a final report in early February 2012.

FUNDING:

\$25,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Fitness-to-Drive in Older Adults II

PROJECT NUMBER:

11-DL-02-2

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Washington University

AGENCY CONTACT:

Ms. Maureen Egan-Palmer

PROJECT DESCRIPTION:**HEALTHY PARTICIPANT RECRUITMENT**

Phase I (10/10-9/11): Data Collection

Subjects

Recruitment of an additional 40 healthy adult participants that would be matched to the stroke sample by age, gender and race to further validate the Highway Patrol fitness-to-drive tools.

Exclusion Criteria.

Volunteers will be excluded from the study if they have any major chronic diseases or condition that would cause significant impairment on the outcome measure (road test). Examples include, but are not limited to: 1) advanced cardiopulmonary disease (e.g., COPD requiring oxygen, class IV CHF etc.) or unstable disease (e.g., diabetes with recurrent hypoglycemic events, uncontrolled seizures) that would place the examiner at risk; 2) severe orthopedic/musculoskeletal or neuromuscular impairments that would require extensive adaptive equipment to drive; 3) visual, hearing, and/or language impairments that would interfere with participating in the psychometric measures or road test; 4) diagnosis of moderate or severe dementia; 5) less than 10 years of driving experience; 6) sedating drugs (e.g. new use of narcotics or anxiolytics within the past month or chronic use that causes sedation); 7) completed a driving evaluation the past year or 8) does not have an active license.

Subject Recruitment.

The same approaches would be utilized for recruiting subjects that have worked well for recruitment for the past few years. Driving evaluations will be provided at no charge for participants that enroll in this study.

Location

The Rehabilitation Institute of St. Louis (TRISL) is an 80-bed acute medical rehabilitation hospital adjacent to the Washington University Medical Center campus in mid-town St. Louis. The hospital team consists of 280 professionals in a variety of rehabilitative medicine disciplines and more than 70 attending and consulting physicians (University affiliated and private). In addition to inpatient care, there is a large outpatient practice that has approximately 37,000 visits per year. The driving clinic opened in January of 2008, with direction from the PI, Co-PI, HealthSouth occupational therapists, and the full support of HealthSouth administration.

Screening tests

Telephone screening. Individuals who express an interest in participation undergo a brief (~15 min) telephone interview by a member of our driving team to provide information for the recruitment registry. The registry includes identifying information such as age, gender, and active medical diagnoses and medication. The registry computer program has a security code, so that strict confidentiality of all registry names will be maintained. All individuals who express an interest in participating and meet the preliminary inclusion criteria will be invited to visit our driving clinic and discuss their potential participation in greater detail. Information will be obtained from the collateral source or informant to assist with rating the severity of the dementing illness.

Orientation session for informed consent.

An orientation session with the occupational therapist will provide detailed information regarding the aims of the study, and the tests and measurements participants will undergo. Verbal and written information about the potential benefits and risks of the study will be provided; questions will be answered and any concerns addressed. If the individual is interested in

participating, a screening evaluation will be performed by interview to determine eligibility. The participants will be allowed to decline participation in the research study, and will be given a list of alternative driving programs in the area if they decline a driving assessment with our program. All tests being administered are evidence-based and part of routine driving evaluations. The only measures that are added for research purposes for this study are the measures of disease severity and the quantitative scoring of the performance-based road test, explained below. The procedures for our Washington University Road Test (WURT) have been previously described (9).

Outcome Measures.

The Modified Washington University Road Test (WURTm)

A 45 minute in-traffic road test along a predetermined route (32) varying in level of traffic demand. As part of this research study we have modified the existing WURT to include more in depth measures of road performance. The WURTm includes a comprehensive evaluation of errors that are made during common traffic maneuvers. The participant drives a standard car with dual brakes while an instructor sits in the front seat providing instructions and monitoring safety. The instructor in the front seat is blinded to the results of the off-road testing and provide directions to the participant while attending to traffic situations. In a smaller sample, an instructor (Co-PI) will sit in the rear seat and rate both qualitative and quantitative performances using the MWURTm. The WURTm will provide us with data to examine what type of driving are more common in our referral sample. Upon completion of the WURTm a global rating of safe, marginal, or unsafe is given, and type of errors while on the road are recorded.

Motor Vehicle Crashes

The Statewide Traffic Accident Recording System (STARS) database records every motor vehicle crash that was reported by the police or highway patrol in the state of Missouri since 1981. The data is located in Jefferson City, MO and is public information that is available on request. This information is obtained as part of the team's routine driving evaluation and has been received at nominal or no cost. Three-year retrospective crash data will continue to be obtained for this group. The retrospective data is important to determine baseline crash rate for subjects. This database has been successfully utilized in several studies and have close ties with the staff and administration in the highway patrol that operates the database. Over 200 crash variables are available that include driver, vehicular, and environmental factors. Most important for this study will be the officers' determination as to whether the driver was at-fault. We anticipate about 8 crashes per year (8%) for these older adults based on previous data in this age group.

FINAL VALIDATION OF FITNESS-TO-DRIVE SCREENS

Phase II (10/10-9/11): Statistical Analyses

A plan has now been developed and outlined for a comprehensive and rigorous, yet logical statistical approach for further development of our fitness-to-drive screens or tool kits. They will include; calculating odds ratios for specific predictors, generating Receiver Operator Curves (ROC) and the Area Under the Curve (AUC) for specific tools, calculating test characteristics of specific tools that will include; specificity, sensitivity, positive and negative predictive values, probability equations using logistic regression that will determine the risk of failure on a road test, and finally the use of a CART analysis to further characterize subsets of our sample that are deemed fit or unfit to drive. The research team is collaborating with the Department of Biostatistics at Washington University to perform these additional analyses on the current dementia sample which should be ready for presentation locally and nationally in May, 2010. However, these type of analyses are labor intensive and will require additional funding to create similar tools for the stroke, Parkinson's disease, brain injury, and visual impairment samples. With additional funding, the analyses could be expanded to cover retrospective and prospective crash risk and additional outcomes such as proxy opinion of driving safety. It is also possible to combine all samples to determine the ability of one test or the use of multiple tests that may be useful across a range of medical conditions.

TRAFFIC SAFETY CONFERENCE

Phase III (4/11): Meeting to Discuss Findings

A conference will be held in Jefferson City or St. Louis that will host key stakeholders that will be interested in learning about the fitness to drive screens and/or adopting the tools and/or to make suggestions on important next steps in the process. The conference will include members of the Department of Revenue, Division of Highway Safety in the Missouri Department of Transportation, STARS database, the Missouri State Highway Patrol, local, regional and national traffic safety experts, health professionals, and important representatives from organizations that are invested in the driving process. (eg Alzheimer's Association, AARP, AAA). Specific objectives of the conference will be to review the fitness-to-drive screens, the specific steps in data analysis, the outcome measures, the test characteristics and cut-offs, the strengths and the limitations of the approaches, suggestions on how to improve future work in this area, the possible adoption of these screens in government and clinical settings, and the next steps in validation of the tools.

PROBLEM IDENTIFICATION:

There will be a rapid increase in the number of older drivers on the road in the next few decades (1). This increase can be attributed to the aging of our driving population in the United States and especially to an increase in the number of older adult female drivers. It appears that each new cohort of older drivers is increasing their average miles driven per year (2). A variety of medical impairments, including dementia, likely contribute to the increased crash rate in older adults (3).

Common medical conditions that are referred for fitness to drive evaluations to the Department of Revenue include visual

conditions (e.g. macular degeneration, glaucoma, cataracts), cognitive impairment (e.g. stroke, dementia) and musculoskeletal diseases (e.g. osteoarthritis, hip surgery, restricted neck range of motion) (4). Studies in tertiary referral centers have revealed an increased crash rate in drivers with dementia of the Alzheimer type in comparison with controls, although there have been exceptions. Larger population-based studies that have identified impaired drivers by brief screens have found modest increases in crash rates in older adult drivers (5). At higher levels of medical impairment, previous studies from our Center have indicated that many older adults are unable to pass a road test, and those that do are likely to fail with subsequent testing if they have a chronic disease (6).

Thus, many stakeholders that interact with older drivers such as the State Highway Patrol (SHP), physicians, occupational therapists (OT), driver's license examiners, may interact with impaired older adult drivers. There are approximately 800 fitness-to-drive referrals per year to the Department of Revenue (DOR) in the State of Missouri to evaluate older adults with underlying medical impairments. Yet, the DOR and SHP need more reliable and cost-effective screening tools other than road tests to evaluate these drivers.

We continue to lack a brief, simple, office-based instrument or "technology" that would predict the ability to pass a performance-based road test in impaired older drivers, particularly those with medical impairments. Often, the final "arbiter" in the decision to drive is whether the medically impaired driver can pass an on-the-road test. However, road tests are expensive, time consuming, and may need to be repeated over time in individuals with progressive conditions. There is also the safety concern for the driving instructors and the welfare of the public when administering these tests. The goal is to develop such a "tool" that could be used in both clinical practice and also at state licensing offices to eliminate/decrease the number of road tests that are required.

State and provincial governments employ a variety of methods to assist in the identification of the medically at-risk or high risk older driver. Methods include vision tests, traffic sign recognition, written driving questionnaires, road tests, in-person renewal requirements, and shorter renewal periods. Vision tests have been shown to be associated with reductions in fatality rates for older drivers. The effects of in-person renewal, vision tests, road tests, and the frequency of license renewal on older driver fatality rates were recently examined (7). Results indicated that in-person license renewal for the oldest old age category (85+) was the only licensing policy related to lower driver fatality rates. However, a battery of paper and pencil tests and functional measures were recently validated in a large older adult cohort (e.g. heterogeneous sample) in Maryland with at-fault motor vehicle crashes (8). To our knowledge, no one has administered a battery of such tests in older adults with specific medical impairments (e.g. glaucoma, stroke, dementia) that has been shown to be highly predictive of road test performance.

Part of the problem of previous efforts has been the lack of focus on specific medical conditions when studying older adults. Researchers have wanted to identify one test or a battery of tests that would be predictive of large groups of heterogeneous older drivers with a variety of medical conditions and low crash rates. This approach has not been fruitful to date or has at least been associated with fairly low odds ratios for prospective at-fault crash rates. The approach has also been criticized in the literature for not publishing on specific test characteristics which clinicians and examiners need in order to justify use of these screens (9).

GOALS AND OBJECTIVES:

An extension of the fitness-to-drive pilot project for one more year with the following additional goals:

1. **ADDITIONAL STATISTICAL ANALYSES.** The funding for the first few years have allowed for the recruitment and examine various samples with medical impairments, recruit a healthy older adult group to match our demented sample, univariate analyses of predictors of pass/fail on our road test, calculated odds ratios of specific tests to predict the risk for failure on our road test, in addition to the development of logistic regression models to determine which set of tests provide the best fit for prediction. However, further review of the literature and consultation with numerous statisticians found that this type of data analysis is limited in its usefulness for test adoption and for making recommendations for cut-off levels. A comprehensive and rigorous, yet logical, statistical approach for further development of tools kits (described in detail below) has been developed. The end goal is to develop a combination of tests (per type of population) that would indicate a high likelihood of passing or failing the road test. As this occurs, it will significantly eliminate the necessity of road tests as well as the expense and safety concerns attached to road tests.

2. HEALTHY CONTROLS FOR STROKE

Funding this year allowed the recruitment of healthy controls that would match the demented sample. This will allow the determination to be made if the tools can discriminate those older adults with and without cognitive impairment. However, researchers also have a stroke sample funded through the LongerLife Foundation that is younger in age and has a higher prevalence of African-Americans. Thus, the research team would like to recruit a similar healthy control group for this sample to assist with tool development. Comparisons will be done between the controls and medically impaired older adults on both screening tests as well as the on-the-road assessment.

3. CONFERENCE

With additional funding for statistical analyses and healthy controls for stroke, the research team will be ready in spring of 2011 to present the information to key stakeholders at a state-wide conference that can be based either in Jefferson City or

St. Louis. The team plans to have staff attend from Missouri DOR, Missouri Highway Patrol to include Licensing Administration Officials, national traffic safety consultants, and local and regional driving experts. The goals of this conference would be several fold;

- a) to present the results of our entire data set and tool kits (fitness-to-drive screens) recommendations
- b) to discuss strengths and limitations of these screens and approaches
- c) to discuss and deliberate the possible adoption of the tool kits by key stakeholders
- d) to discuss next steps in the tool kit development and/or suggest further studies that are needed to validate this approach

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

An important measure of success in this project is obtaining sufficient data from medically impaired drivers in Missouri to develop a package of screening tests that is predictive of on-road test failure in comparison to a control group of normal older drivers. Another measure of success will be in the applicability of this package to the realities of driver evaluation and licensing in the state. Any screening package must be inexpensive, easy to administer, and have face validity with respect to driving. Sufficient research has occurred to date to identify candidate tests that meet these criteria.

This pilot project is a critical first step in developing an acceptable, evidenced-based means of screening for impairment that is likely to impact on fitness to drive and, by extension, highway safety.

By the completion of this year of funding, we will recommend a package of in-office screening tests for use by Highway Patrol examiners and health professionals involved in licensing decisions in Missouri. This package could be utilized at a regional testing center for further validation and acceptability.

The research team also agree to the following;

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, and semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives established to meet the project GoalsState how your agency will evaluate the success of this project.

Bibliography

1. Owsley C, Ball K, McGwin G Jr, et al. Visual processing impairment and risk of motor vehicle crash among older adults. JAMA 1998;29:1083-8.
2. Eberhard JW. Safe mobility for senior citizens. IATSS Res 1996;20: 29-37.
3. Meuser Thomas M; Carr David B; Ulfarsson Gudmundur F Motor-vehicle crash history and licensing outcomes for older drivers reported as medically impaired in Missouri. Accident; analysis and prevention 2009;41(2):246-52.
4. AAFTS. Report on a Volunary Law for Fitness to Drive in Older Adutls. 2008. Meuser T and Carr D. Accessed 4/28/09

at; <http://www.aaafoundation.org/multimedia/index.cfm?button=pressreleases>.

5. Dobbs B, Carr DB, & Morris JC. Management and Assessment of the Demented Driver. *The Neurologist* 2002; 8:61-70.
6. Duchek J, Carr DB, Hunt L, Roe CM, Xiong C, Shah K, Morris JC. Longitudinal driving performance in early stage dementia of the Alzheimer's type. *Journal of the American Geriatric Society* 2003;51:1342-7.
7. Gabrowski, D.C., Campbell, C.M., & Morrissey, M.A. Elderly Licensure Laws and Motor Vehicles Fatalities. *Journal of the American Medical Association*, 204; 291: 2840-2846.
8. http://www.nhtsa.dot.gov/PEOPLE/injury/olddriver/modeldriver/1_chap_6.htm
9. Bedard M, Weaver B, Darzins P, and Porter M. Driving Performance in Older Adults: We Are Not There Yet!. *Traffic Injury Prevention* 2008; 9: 336-341.
10. Hunt LA, Murphy CF, Carr D, et al. Reliability of the Washington University Road Test. A performance-based assessment for drivers with dementia of the Alzheimer's type. *Arch Neurol* 1997; 54: 707-12.
11. Hunt LA, Murphy CF, Carr D, et al. Reliability of the Washington University Road Test. *Arch Neurol* 1997; 54: 707-712.

RESULTS:

Washington University has finished preliminary results of fitness to drive study at their sister site at Jefferson Barracks Veterans Hospital where Pat Niewoehner is the principal investigator. The peer review paper on the sample of veterans at the VA clinic is being finalized and should be submitted to the *Journal of American Geriatrics Society* by early November.

In the past year of funding, Ms. Johnson has screened 157 potential participants for the study. Fifty-four healthy controls were screened and 44 completed evaluations, 60 vision participants were screened and 25 completed driving evaluations. Forty-three neurological participants were screened and 26 completed evaluations.

Dr. Anjali Bhorade and her research team in the Department of Ophthalmology have preliminary results with a summary on the sample of visually impaired and healthy controls. In this study, approximately 137 moderate or advanced glaucoma patients were contacted and 23 percent or 49 were not eligible for the study since they were no longer driving. Of the remainder that were eligible 64 declined for a variety of reasons including: scheduling issues, concern of the location of the road test, fear of losing license, lack of interest, distance from home, or they didn't specify. Twenty-two completed the off-road and on-road testing.

Glaucoma patients were 3.2 times more likely to receive a rating of marginal or fail rating than controls (95% CI, 1.03-10.14). Glaucoma patients were four times more likely to require one or more critical interventions than normal (95% CI, 1.14-14.09).

Finally have a subset of 26 additional neurologically impaired older adults with a variety of diagnoses including: 19 Parkinson's disease, one Multiple Sclerosis, and six with traumatic brain injury. The average age of this group is 73.1 years and 79 percent male gender. This group will eventually be merged with the dementia and stroke sample for a final analysis at the end of the FY'12 study.

DISCUSSION

One of the limitations in traffic safety studies is the lack of national consensus on what constitutes unsafe driving and merits discontinuation of driving privileges. Many traffic safety experts will study prospective at-fault crashes. There have been no national or societal statement on what constitutes an unacceptable crash rate. Similarly, road tests have been touted to be the final arbitrator of driving fitness. Yet, studies vary on how the decision of "fail" is made, and can be based on a quantitative point score system with cut-offs such as those tests given by the driver examination section of the State Highway, that may not have been validated with crash risk, or a quantitative pass/marginal/fail rating, without defining explicitly what constitutes these categories. Washington University researchers believe that this study improves on previous efforts by specifically defining fail criteria. Although criteria such as these will need further validation and operational use in regards to association with prospective crash rates and/or reliability in larger settings in order to develop a consensus among driving clinic sites and state licensing sites for a failure rating in order to move the field forward.

Almost two-thirds of the demented drivers and one-third of the stroke patients failed the Washington University road test. This is higher than previously reported studies. However, previous studies in the literature have utilized volunteers for research studies and one would anticipate better driving abilities when recruiting in this fashion. This study utilized participants that were deemed "at-risk" due to concerns raised by health professionals and/or families. Thus, this type of approach is probably more "real world" and higher fail rates for this sample are probably not unexpected.

There were few with no differences in demographics between those that passed and those that failed the road test in the dementia sample indicating that age, gender, and race did not appear to impact the final outcome. There was a trend toward more crashes in the past year as reported by the informant for those that failed the road test, and informants also reported participants drove fewer daily miles in this group. The reasons for less reported exposure in the group that failed the road test is difficult to know, but possibly could be due to more advanced disease, more restrictions placed by the caregiver on the demented driver, or perhaps simply living closer to critical driving destinations. However, in the stroke sample individuals were more likely to be older that failed the road test. This did not impact the predictive value of the model. Similar tests were shown to be good predictors of road tests in the stroke sample. Washington University is still in the process of determining whether other factors may mediate the results such as course familiarity, blinding, motor weakness, etc.

Based on the logistic regression models, several combinations of tests are possible to predict a fail rating on the road test. Models that include Trails A, Trails B, the AD-8, the Clock Drawing Test, and the Snellgrove Maze test could all be created to explain over 80 percent of the variance in the outcome measures for both the stroke and dementia sample. The three tests that appear to be most predictive over both samples are the Trails A, the Snellgrove Maze Task, and the Clock Drawing Test. This may not be surprising since tests of psychomotor speed and visual search, along with tests of visuospatial ability have been known to be associated with driving outcomes.

Previous models have only focused on cognitive tests for prediction. One of the models in the dementia sample added a brief functional measure, the AD-8. More studies are needed to determine the usefulness of adding these types of measures to prediction batteries. The fact that the correlation rates of the AD-8 were low with other cognitive tests indicates that it is indeed tapping a unique domain. Yet, the AD-8 by itself had a high respectable AUC and thus is encouraging for possible adoption alone or in combination with other measures in future studies.

By using the logistic regression equations a probability statement of "fail" on a road test could serve as a discussion point for clinicians, state licensing agencies, clients and their families. For instance, if the scores of the tests in the model indicated someone with a high probability of failure (>80%), this may be a situation where the clinician counsels the participant and family that it is time to consider driving cessation and not spend resources (e.g. time, finances) on a formal driving evaluation. Alternatively, if the scores on the tests indicated a low probability of failure (<20%), one might elect to continue to monitor the patient over time. Further analyses perhaps using a CART approach, may be able to assist with subdividing groups.

A brief battery of tests that can be administered in less than 10 minutes were able to characterize the road test performance in about 50 percent of drivers in the samples of dementia and stroke patients referred to the driving evaluation clinic in the Washington University study. Additional studies are needed to determine predictors of road tests and the willingness of clinicians to adopt these batteries, as well as the ecological validity of road tests themselves. Further analysis of other medically impaired older adults (e.g. neurological disease such as Multiple Sclerosis, Parkinson's Disease, Traumatic Brain Injury) is currently underway in addition to determine if the tests will discriminate against healthy matched controls.

INTERNATIONAL CONFERENCE ON FITNESS TO DRIVE

Washington University hosted a working group meeting on Monday, June 6th and Tuesday, June 7th, 2011 in St. Louis, Missouri on the medical campus of Washington University. The objectives of the working group were to: 1) review and provide feedback on the Washington University School of Medicine and St. Louis VA Hospital fitness to drive studies; 2) review similar studies past and present from other settings (e.g. clinical and/or state-Provence); and 3) discuss implementation and possible adoption of these tests in Missouri along with a discussion of methodologies and validation issues. The goal of this grant and the working group was to recommend or adopt screening tests that are not costly and can be easily administered by office staff for only those individuals referred to the state under Missouri's voluntary reporting law. Although the working group meeting did not conclude with a recommendation for specific tests, there were consistencies in approaches and test selection. Dr. Carr and Ms. Barco are in the process of writing a summary of the conference that will outline their current distillation of the myriad of views and opinions that were expressed.

LOCAL, REGIONAL AND NATIONAL PRESENTATIONS/CONFERENCES

Dr. Carr and Ms. Barco have presented data samples on fitness-to-drive on dementia and stroke at numerous local and regional conferences. Dr. Carr has presented the data and concepts on Fitness to Drive at the American College of Physicians Meeting at the Lake of the Ozarks, Tan Tara Resort in September 2011; at the Missouri Trauma Surgeons Conference at Big Cedar Lodge in September 2011; and at the Gerontological Association of Nurse Practitioner National Convention in Washington D.C. in October 2011. Dr. Carr presented research findings on the stroke sample on the Annual Research Day at The Rehabilitation Institute of St. Louis in October of 2011. An abstract was submitted to the International Conference on Alzheimer's Disease in 2010 and it was accepted as a special research presentation (typically, abstracts are accepted as posters). Dr. Carr presented this data in July of 2010, received positive feedback and valuable input that will assist with manuscripts and further analyses. Dr. Carr also presented these findings at the Governor's Conference on Traffic Safety in Kansas City in September 2010. This has generated some interest from the AAAFTS standpoint, who may be interested in pursuing fitness to drive studies. Finally, an abstract was accepted and presented at the 2010 American Academy of Physical Medicine and Rehabilitation national Conference and was selected as one of four research paper presentations at the symposium. Dr. Carr presented the stroke sample data in November of this past year at Seattle and also received favorable reviews. Ms. Peggy Barco submitted a similar fitness to drive abstract to the American Association of Occupational Therapy that was accepted and presented in April 2011, with the sister site, Ms. Pat Niewoehner from Jefferson Barracks VA. Finally, Dr. Anjali Bhorade presented data on the visually impaired sample and compared their performance to controls at the Eye and the Auto Conference in September 2011. Dr. Carr and Ms. Barco plan to submit abstracts on the dementia sample for this year's International Conference on Alzheimer Disease and American Academy of Physical Medicine and Rehabilitation for 2012.

PLANS FOR FUTURE MANUSCRIPTS

A paper on fitness-to-drive stroke is almost ready to be sent for peer review. Ms. Niewoehner's VA study will be submitted to the Journal of the American Geriatric study in November 2011. The next papers will focus on informant prediction of driving safety for both stroke and dementia. Future manuscripts will include visually impaired and additional neurologically impaired samples in addition to determining long term outcomes such as driving retirement prospective motor vehicle crashes and retaining a driver's license in those that went through the driving evaluation process.

FUNDING:

402 / 20.600: 110,781.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

SAC Support

PROJECT NUMBER:

11-PT-02-94

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Mr. Ron Beck

PROJECT DESCRIPTION:

This project consists of five components. These are:

- 1) Publish the 2009 Missouri Traffic Safety Compendium. This document is specifically designed to identify the scope, magnitude, and severity of Missouri's traffic crash experience. Special research studies will be conducted to identify specific types of traffic safety problems or evaluate programs under consideration for the DHS annual plan or other traffic safety authorities.
- 2) Provide statistical analysis support to specific requests of state, federal, and local government traffic safety authorities, legislators, and general public.
- 3) Provide operational support for Internet based crash analyses integrated with the Statewide Traffic Accident Reporting System (STARS) and Traffic Management System (TMS). Current online applications to be supported and enhanced include five reporting components of the STARS Online Analysis website (Accident Characteristics Summary Reports, Accident Involvement Reports, Police Traffic Safety Grant Reports, Traffic Crashes Online Mapping, Static MSHP Crash Reports), Traffic Reports of Accidents for Countermeasure Establishment (TRACE), Traffic Arrest /DWI Tracking System, and Online Crash Reports System.
- 4) Provide technical and statistical assistance to the Statewide Traffic Records Coordinating Committee (TRCC) and Traffic Records Subcommittee that are tasked with improving Missouri traffic records systems and revising the Missouri Uniform Crash Report and associated information system.
- 5) Maintain familiarity with current and evolving technologies related to traffic safety by attending national conferences including but not limited to the 2011 International Traffic Records Forum.

PROBLEM IDENTIFICATION:

One responsibility of the Missouri Department of Transportation, Division of Highway Safety (DHS) is to conduct statewide problem analyses of traffic crash data to identify contributing factors to the frequency and severity of Missouri crashes. From these analyses, DHS, working with other traffic safety authorities develop new or enhance existing countermeasure programs to reduce Missouri crashes. In order to develop effective data-driven statewide analyses, DHS contracts research services and statistical support from the Missouri Statistical Analysis Center (SAC).

Several factors should be considered to support DHS traffic safety information services. Many traffic safety agencies lack technical expertise which prevents them from accurately conducting in-depth crash research and data analysis. These agencies may also have limited traffic safety information because analytical data may reside in databases with access restrictions. Analytic services should be designed to provide relevant interpretations and conclusions to these agencies.

The SAC, a unit of the Missouri State Highway Patrol, Information Systems Division, operates an analytical and statistical report resource center for executive branches of state and local governments. The SAC has access to, and experience with, the Statewide Traffic Accident Reporting System (STARS) and can conduct comprehensive statistical analyses with several software programs including SAS, SPSS, SQL, and WebFocus. SAC supports current Internet based STARS statistical and GIS reporting applications for use by traffic safety communities, and continually adds reports and maps to these applications. In addition, specialized reports are provided to traffic authorities upon request. The SAC also has access to and supports

associated criminal justice systems including the Traffic Arrest / DWI Tracking System (DWITS), Uniform Crime Reporting System (UCR), Missouri Incident Based Reporting System (MIBRS), and the Missouri Data Exchange MoDEX). With sufficient funding, the SAC can provide analytical and research support services that meet the needs of DHS, traffic safety agencies, legislators, and the Missouri public.

GOALS AND OBJECTIVES:

The goal of this project is to provide necessary research, data analysis, statistical programming, and technical resources to support information service requirements of the DHS as well as other State, federal, local traffic safety authorities, and Missouri public to promote traffic safety.

This goal will be achieved through four objectives:

- 1) Produce 2009 Traffic Safety Compendium;
- 2) Develop new and enhance Internet based crash analyses and mapping applications;
- 3) Assist development of revised Missouri Uniform Crash Report (MUCR) and information system; and
- 4) Provide technical support to Traffic Arrest / DWI Tracking System.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The following summarizes significant achievements associated with the 2011 grant, "SAC Support" (Contract No. 11-PT-02-94). The activities described in the following sections were undertaken by staff of the Missouri State Highway Patrol (MSHP), Information Systems Division (IS-D) Statistical Analysis Center (SAC).

•Highway Safety Plan

- Nine rank order listings were deployed online and made available to law enforcement agencies for their grant application process. The nine listings are Total Missouri Traffic Crashes, Drinking Involved Traffic Crashes, Speed Involved Traffic Crashes, Young Driver Involved Crashes, Young Drinking Driver Involved Traffic Crashes, Young Speeding Driver Involved Traffic Crashes, Older Driver Involved Crashes, Older Driver Drinking Involved Crashes, and Older Driver Speeding Driver Involved Crashes. In each of these, fatal and disabling injury crashes are sorted by frequency and county, unincorporated county, and city.
- Hard copies of the nine online rank order listings with an additional four listings were provided the DHS to assist their grant application processing.
- The 2010 Missouri Traffic Safety Compendium was developed, published, and posted to the Missouri SAC website

- The 2010 Emergency Service Vehicle Crashes was developed, published, and posted to the Missouri SAC website.
- The 2010 Analysis of Deer Involvement in Missouri Crashes was developed, published, and posted to the Missouri SAC website.

2. Highway Safety Program Implementation and Evaluation

- Police Traffic Service (PTS) analyses were completed for seven (7) police departments and sheriff's offices to support DHS grant applications. Also provided to each grant applicant were Traffic Reports of Accidents for Countermeasure Establishment (TRACE)
- The MSHP STARS Online Analysis website, previously only available to registered users, was implemented to all Internet users. This website has had over 3000 hits since January 2011.
- Technical enhancements were made to the online crash mapping application using Flex Builder 3.0 to improve performance and displays.

3. State and Local Information and Research Service Support - Compared to past years, the volume of services provided by the Missouri SAC appears to have decreased. However, it should be noted that SAC development and deployment of the STARS Online Analysis website has given traffic safety authorities the ability to run crash analyses without the direct involvement of the SAC in a more efficient and timely manner.

- Twenty-three (23) crash statistical analyses were requested and completed.

4. Highway Engineering Accident Location Analysis Support - Operational support is provided to analyze traffic crashes at specific locations within cities or counties. Efforts in this area included:

- Limited work was completed in this area as just one TRACE report was requested and completed.

5. STARS / TMS and Other System / Interface Maintenance -

STARS / TMS 2012 Application Revision: SAC assisted with the development of the revised integrated STARS / TMS to allow manual and electronic reporting of crash data collected on the 2012 Missouri Uniform Crash Report. Assistance included, but was not limited to:

- Crash code file updates and documentation
- Auto-entry data specifications updates and documentation
- Functional data specifications updates and documentation
- Missouri Uniform Crash Report development and testing
- TR15 Revised STARS data warehouse design and development
- TR10 / TR15 data conversion
- Revised STARS / TMS web application development and project management
- LETS 2012 electronic data transfer testing
- Various vendors' electronic hard copy MUCR development
- STARS training registration website maintenance
- MSHP mobile computer crash report and citation development
- FATPOT 2012 electronic data transfer testing

STARS Crash Location Auto entry: SAC staff assisted with development of a process to automatically populate GPS coordinates on MSHP crash reports. This process allows officers investigating crashes at the scene to enter location coordinates directly from their GPS devices installed in their cars to electronic crash reports. This process improves the

quality of crash data, as officers keying crash location coordinates into their reports do not incur errors.

STARS Vehicle / Driver Quality Control Analysis: SAC staff assisted the MSHP Traffic Records Division with development of a vehicle / driver quality control process. This process will electronically transfer crash vehicle / driver data to the Department of Revenue to validate against DOR vehicle and driver licenses data. Development of this process has been started but implementation is postponed until after implementation of 2012 MUCR.

TMS / DWITS Maintenance: Support was provided to the MSHP Traffic Records Division with the update of the online TAS/DWITS training registration application for 2011 regional training. Project management was provided to coordinate ongoing system maintenance contractual services.

Equipment Purchases: The following items were purchased with funds provided by this grant:

Two Dell 22" flat panel monitors to improve developers' programming capabilities.

Conferences, Committees, Training

Due to conflicting work schedules, a SAC team member did not attend the 2011 Traffic Records Forum.

FUNDING:

\$6,277.52

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Statewide Traffic Accident Records Sys.

PROJECT NUMBER:

11-PT-02-93

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Mr. Russell Dunwiddie

PROJECT DESCRIPTION:

This project will entail personnel from the Highway Patrol Traffic Records Division, processing and encoding information from approximately 165,000 motor vehicle accident reports into the STARS. Unless an agency has specifically declined, or they have access to the newly developed STARS statistical web application noted earlier, summaries of motor vehicle traffic crashes will be produced and distributed to STARS contributing agencies for planning and management purposes. Agencies whose jurisdictional population is equivalent to 10,000 or more will receive a monthly summary while agencies whose jurisdictional population is 2,500 to 9,999 will receive a semi-annual summary. All STARS contributing agencies will either have web access to statistics, or receive an annual summary of traffic crashes in their jurisdiction. Other various types of statistical ad hoc reports will be produced and distributed upon request.

The Traffic Records Division will combat the processing backlog of motor vehicle accident reports by Patrol personnel working overtime hours. Employees engaged in the overtime projects will scan and pre-code source documents, and/or encode information into STARS. The overtime compensation will be at a rate equivalent to time and one-half their regular salary and fringe benefits. During the past fifteen to sixteen years, these projects have been instrumental in both preventing expansion of and decreasing the backlog. Should these measures eliminate a processing backlog of crash reports, the Traffic Records Division will disseminate monthly summary reports one and one-half months after the crash report was submitted for inclusion into STARS. For instance, summaries of accident reports submitted in January would be processed in February and summary reports disseminated in mid-March.

The Traffic Records Division will mail a reminder to Missouri law enforcement agencies authorized by statute to investigate motor vehicle crashes that 2010 motor vehicle accident reports must be submitted to the statewide repository by January 30, 2011. Once all submitted 2010 accident reports have been processed, Division personnel will review statistics on the number of reports encoded into the STARS for each agency and compare the 2010 total to the previous three year average. Those agencies who failed to submit accident reports, or experienced a significant reduction in accident reporting, will be contacted via correspondence and/or telephone. The Traffic Records Division will also review agencies January - June 2011 submission of crash reports and follow-up on any identified discrepancies.

The Traffic Records Division will provide training on motor vehicle accident reporting and the national standards of classifying motor vehicle crashes either upon the request of local law enforcement personnel or on an as needed basis.

The demand for supplies used by Missouri coroners and medical examiners to obtain specimens from motor vehicle fatality crash victims will be met by purchasing approximately 1,175 kits consisting of a cardboard container, vial, syringe, tube, etc. These kits will be disseminated by Traffic Records Division's FARS analysts.

In an effort to remedy any malfunctions or develop and implement enhancements to the STARS and/or web-based statistical reports noted above, the Highway Patrol's Information Systems Division and Traffic Records Division will secure contractual technical support.

In order to stay current on the latest trends in traffic records technology, programs, practices, etc., a representative(s) from the Traffic Records Division will attend the annual International Forum on Traffic Records and Highway Information Systems, as well as other seminars or meetings either in-state or out-of-state related to these topics.

PROBLEM IDENTIFICATION:

The purpose of this grant proposal is to continue the activities of the Statewide Traffic Accident Records System (STARS) Information Maintenance Project.

The Missouri State Highway Patrol has served as the statewide repository of motor vehicle accident data for the past thirty-six years. Personnel from the Highway Patrol Traffic Records Division either encode information into the STARS from paper motor vehicle crash reports, or review and update crash data submitted electronically from law enforcement agencies. In an effort to support various traffic safety functions, summaries of motor vehicle traffic crash activities are produced from STARS and distributed to various agencies either monthly, semi-annually, or annually depending on the agency's jurisdictional population. The entire set of summary reports will soon be available to authorized law enforcement personnel via the Internet as are the current Police Traffic Service (PTS) reports, canned statistical reports, and crash maps. Copies of the STARS database and various ad hoc statistical reports are also produced for a host of local, state, and federal government agencies as well as private entities.

The Highway Patrol, Statistical Analysis Center, in conjunction with the University of Missouri-St. Louis, developed a Computer Manpower Allocation Plan for the Traffic Records Division in 1999. The plan identified the need for two additional full-time employees (FTEs) in order to process projected increases in work load levels and eliminate the need for overtime to process motor vehicle accident reports. Budget decision items for two FTEs were submitted numerous times since the completion of the study, but were not approved. Additionally, on January 1, 2002, a newly revised Missouri Uniform Accident Report was implemented. Not only did the format of the report change, several new data elements were added, some of which were federally mandated. These factors have contributed to an average one-month accident report processing backlog. Resources such as overtime, coupled with temporary employees who are paid from the Patrol's highway fund appropriation, have prevented the expansion of the processing backlog and on occasion virtually eliminated it. These resources will, however, be needed to maintain or improve our current document processing levels.

Implementation of the latest version of the motor vehicle accident report also required re-engineering of the STARS. In January 2002, STARS was integrated with the Missouri Department of Transportation's Transportation Management System (TMS). The merger allowed STARS to utilize state-of-the-art technology (COOL:Gen) while at the same time avoid the duplication of crash data systems and save Missouri taxpayers money. A Memorandum of Understanding (MOU) between the Highway Patrol and Missouri Department of Transportation (MoDOT) clearly stipulates that MoDOT will be responsible for costs associated with TMS and the Highway Patrol is responsible for STARS costs. Due to the lack of Highway Patrol technical personnel familiar with the re-engineered STARS and the COOL:Gen environment, contractual technical support will be needed for system maintenance. This is especially true as unexpected problems arise and enhancements are necessary. Looking to the future, the Highway Patrol anticipates further expansion of the application that facilitates electronic submission of crash data/reports from local law enforcement to the STARS.

The Fatality Analysis Reporting System (FARS) is responsible for gleaning and processing specific data on the nation's fatal motor vehicle traffic crashes. This data is submitted for analysis to the National Highway Traffic Safety Administration (NHTSA) in Washington, D.C. Since a considerable amount of FARS information is obtained from motor vehicle accident reports, Missouri FARS analysts are housed within the Traffic Records Division. One of the data elements collected by FARS that is of significant importance is blood alcohol content (BAC) level of persons involved in fatal crashes. To enhance BAC reporting, the Traffic Records Division supplies Missouri coroners and medical examiners with the necessary instruments (vials, syringes, needles, etc.) to collect specimens from motor vehicle fatality crash victims for alcohol or drug testing. The results from these tests are then forwarded to the Patrol and encoded into the FARS.

Current state budget constraints have greatly limited business travel. However, it is vital that representatives from the Traffic Records Division attend various traffic record forums or seminars in an effort to stay abreast of the ever changing technology, practices, and standards used in today's traffic record systems.

Uniformity in recording and reporting motor vehicle accident data is vital to a successful STARS program. This is accomplished in part by ongoing training of Missouri law enforcement personnel on motor vehicle accident classification and completion of the Missouri Uniform Accident Report.

GOALS AND OBJECTIVES:

The Missouri State Highway Patrol will strive to achieve the following objectives via this grant proposal:

1. Continue administering the STARS program and timely collection and dissemination of motor vehicle crash data by improving, or at minimum maintaining, our current crash report processing levels.
2. Make certain law enforcement agencies are forwarding motor vehicle accident reports to the statewide repository for inclusion into the STARS by performing annual reviews of each agency's accident report count. Also, establish a dialogue with agencies who have failed to submit crash reports/data or underreported to the STARS.

3. Enhance Missouri law enforcement officers knowledge of the STARS motor vehicle accident classification/reporting requirements by providing training on a requested or as-needed basis.
4. Make certain, within two weeks from the date of their request, statewide coroners and medical examiners are supplied with the instruments necessary to collect specimens from motor vehicle fatality crash victims for testing of alcohol and/or drugs.
5. Secure contractual technical support in order to maintain the STARS, resolve any unexpected malfunctions that would negatively impact the system, and develop and implement necessary system enhancements.
6. Stay abreast of local, state, and national training seminars or information forums pertaining to traffic records issues, systems, programs, practices, etc. and if deemed beneficial, permit Traffic Records Division personnel to attend.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The Traffic Records Division will submit an annual project evaluation report to the Missouri Department of Transportation, Highway Safety Division. Unless extraordinary circumstances develop, the annual report will be due no later than November 15, 2011, and will include the following information:

1. The total number of motor vehicle traffic accident reports encoded into the STARS during the federal fiscal year 2011 compared to the total number of reports encoded during the same period for fiscal year 2010.
2. The total number of motor vehicle traffic accident summaries disseminated to STARS contributing agencies during the project grant period as well as the number of STARS agencies registered to use the web-based statistical application.
3. A list of Missouri law enforcement agencies whose jurisdictional population is equivalent to 1,000 or more citizens and who are authorized to investigate motor vehicle accidents, but did not submit motor vehicle traffic accident reports to the statewide repository.
4. The number of STARS motor vehicle accident reporting / classification training seminars presented, the location of the seminars, and the number of agencies attending.
5. The status of the motor vehicle accident report processing backlog and the impact of overtime on the backlog.
6. The quantity of coroner/medical examiner kits purchased and disseminated.
7. A summary of STARS malfunctions and enhancements, and the costs for any contracted technical support to fix the malfunctions or build and implement the enhancements.

8. A summary of traffic-records conferences attended via STARS grant funds.

9. Any other developments or noteworthy events pertaining to the STARS.

RESULTS:

This is the annual evaluation report on the Statewide Traffic Accident Records System (STARS) Information System Maintenance Contract, 11-PT-02-93.

a. The total number of motor vehicle accident reports encoded into STARS was 141,118 compared to 153,352 reports encoded for the period October 1, 2009, through September 30, 2010.

b. There were 126 location specific, monthly traffic accident summaries distributed to police agencies, sheriff's departments, and some public work agencies. These reports are now web-enabled and accessible via the Highway Patrol's webpage. There were 3,338 web hits to the Patrol's web page containing the STARS crash summary/statistical reports.

c. A total of twenty-one police agencies serving a community population of 1,000 or more did not submit accident reports for inclusion into the STARS. They were Appleton City, Ash Grove, Belle, Bismarck, Clever, Crane, Edina, Gallatin, Greenfield, Hillsdale, Huntsville, Lilbourn, Maysville, Oran, Park Hills, Paris, Sarcoxie, Senath, Shelbyville, Stanberry, and Wellsville. On December 23, 2010, correspondence was mailed to 763 local law enforcement agencies reminding them to forward 2010 accident reports by January 30, 2011. Additional correspondence was mailed on March 26, 2011, to 36 agencies that did not respond to the December 2010 letter. Finally, a reminder was mailed on August 30, 2011, to 31 police agencies that had either not submitted crash reports or submitted fewer crash reports than their previous three-year average for the period January 1 through June 30, 2011.

d. A total of 20 STARS Accident Report/Classification Training sessions were presented to representatives from 281 police agencies. These seminars were held at Jefferson City, Lee's Summit, Macon, Poplar Bluff, Rolla, Springfield, St. Joseph, Weldon Spring, and Willow Springs. The primary focus of this year's training was the Missouri Uniform Crash Report that will be implemented January 1, 2012.

e. Traffic Records Division personnel worked 2,178 overtime hours processing 57,520 accident reports. These overtime projects, in conjunction with part-time employees, have allowed us to stay relatively current with our accident report processing duties. Due to the delay in two local law enforcement agencies' submission of preliminary information and the actual accident report on two fatality motor vehicle crashes, we did not complete the entry and quality control process of 2010 accident reports until July 2011.

f. A total of 600 coroner kits were purchased for coroners and medical examiners to collect specimens from traffic fatality victims. A total of 377 kits were distributed when division personnel attended the fall and spring coroner training conferences and upon request from coroners/medical examiners.

g. The sum of \$55,635.39 was expended on contracted technical support for the STARS. A list of system maintenance activities and corrected malfunctions is attached.

h. Mr. Russ Dunwiddie attended the 37th International Traffic Records Forum in Charlotte, North Carolina, from August 1-3, 2011. Mr. Dunwiddie received information on building traffic data systems, integrating highway and traffic data systems, the uses of Crash Outcome Data Evaluation System (CODES) data, the National Highway Traffic Safety Administration's Traffic Records Improvement Project Reporting System, the importance of timely and accurate motor vehicle crash data, the Highway Safety Manual, various demonstrations of web-based data query tools, and a discussion on the proposed changes to the Model Minimum Uniform Crash Criteria. MSHP attended the LETSAC Conference at Lake of the Ozarks, Missouri, from July 11-15, 2011.

i. The latest publication of Missouri Traffic Safety Compendium and Missouri Traffic Crashes has been printed and distributed. Both publications are available on the

Patrol's web page. These compilations provide an array of statistics relating to Missouri's 2010 traffic crash experience.

- j. The 2012 Missouri Uniform Crash Report forms and related documents have been printed and are in the process of being distributed to local law enforcement agencies. A PDF version of the crash report form that can be electronically completed is now available on the Highway Patrol's web page.
-

FUNDING:

402 / 20.600: 97,781.50

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Radar/EVOC/Instr Develop/Equip/Materials

PROJECT NUMBER:

11-PT-02-128

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Ms. Leigh Ann Falter

PROJECT DESCRIPTION:

The Missouri State Highway Patrol Academy will offer the following training programs:

Radar/Laser Operator
Radar/Laser Instructor
EVOC
EVOC Instructor
Instructor Development

The Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

Additional equipment will be purchased in order to ensure the safety of the students taking the EVOC courses, including: helmets, five-point harnesses and adequate tires and wheels, which require replacement on a cyclical basis.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Radar/Laser Operator and Instructor, Emergency Vehicle Operations Course (EVOC) Basic, Instructor and Refresher, Instructor Development and Educational Equipment and Materials. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access the state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training (passage of new laws, procedural changes, etc).

GOALS AND OBJECTIVES:**GOAL:**

The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)

- Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Training Division of the Missouri State Highway Patrol had a successful year. The Academy conducted four different Radar and EVOC courses and one Advanced EVOC & Tactical Training for six officers, with the assistance of Highway Safety funds. A total of 259 students attended the training courses, and POST continuing education hours were awarded in all of the courses presented.

The course and actual number of students attending each course is as follows: Radar/Lidar Operator - 159; Radar/Laser Instructor - 14; EVOC - 73; and EVOC Instructor - 13. In addition, the cost of instructor development, equipment and materials were purchased utilizing grant funding.

FUNDING:

402 / 20.600: 62,092.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Skill Development

PROJECT NUMBER:

11-PT-02-129

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Lt. Richard G. Fredendall

PROJECT DESCRIPTION:

The Missouri State Highway Patrol will send officers to skill enhancement training courses, seminars, conferences, etc.

The skill enhancement training will include:

Combined Accident Reduction Effort (C.A.R.E.) Annual Conference

Law Enforcement Traffic Safety Advisory Council (LETSAC) Annual Conference.

Operation Lifesaver Annual Conference

International Association of Chiefs of Police (IACP), Highway Safety Program Annual Conference and Highway Safety Committee Meeting

Major Crash Investigative Unit (MCIU), Midwest Association of Technical Accident Investigators (MATAI) Annual Conference, and other advanced training associated with reconstruction of crashes (i.e., biomechanics of crashes, scene mapping, heavy vehicle crash reconstruction and applied physics for collision reconstruction).

Uniform Safety Education Officers Workshop (USEOW)

MADD Annual Conference

The Missouri State Highway Patrol will provide the Highway Safety Division a list of officers attending courses, seminars, conferences, etc. A report detailing the benefits derived from attending, recommended changes in Patrol Operations/Procedures and whether or not other employees should attend similar training will be written by at least one officer attending any training funded through this contract. One copy of this written report will be provided to the Director of the Highway Safety Division.

PROBLEM IDENTIFICATION:

Today's society has increased its expectations and places greater demands on police professionals. Service, community involvement, efficiency, team building, and partnerships are being stressed more than ever. Increasingly, traffic law enforcement officers need to be proactive in leading people and organizations to meet these rapidly changing needs. Skill development and training is a necessary and an ongoing process within a law enforcement agency to keep up with trends for developing effective law enforcement. It is paramount in providing practical educational and informational tools for officers to use in enhancing leadership and management skills. Officers are making decisions that will lead their organization into the 21st century. With an eye on the future, an extremely knowledgeable and well-respected agency can provide communities with safer roadways on which to travel.

GOALS AND OBJECTIVES:**GOALS:**

1. To provide quality police training to officers in areas directly affecting safety upon the state's highways; and
2. Make training related to highway safety issues, available to officers who serve in executive, managerial, and administrative positions within the Missouri State Highway Patrol.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Through use of this funding, the Missouri State Highway Patrol sent staff members to the training listed below to enhance their skills in the area of traffic safety:

- Uniformed Safety Education Officers Workshop - three troopers attended
- Operation CARE International Conference - two troopers attended
- IACP Highway Safety Committee Mid-year meeting - Colonel attended
- Law Enforcement Traffic Safety Advisory Council's Annual Conference - four troopers attended
- IACP Annual Conference - three troopers attended
- Major Crash Team Training - two troopers attended
- Lifesavers Annual Conference - three troopers attended
- Methodology and Techniques for Crash Data Retrieval - one trooper attended
- World Class Truck Training - two troopers
- Annual Traffic Crash Reconstruction Conference - six troopers attended

FUNDING:

402 / 20.600: 25,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

LETSAC Council

PROJECT NUMBER:

11-PT-02-78

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Scott Jones

PROJECT DESCRIPTION:

Monthly meetings will be held with the LETSAC Board. Funding will be used to provide lodging and meals for the Board members during monthly Board meetings. A general membership meeting will be held during the year that will provide 1 - 2 hours of POST - Certified training. Funding from this project will also provide for mailings and meeting costs. An annual law enforcement traffic safety conference will be held in July 2011 to provide training and information for traffic officers and commanders on the latest trends in highway safety issues. Funding will be utilized to assist in the coordination of the conference.

PROBLEM IDENTIFICATION:

The Highway Safety Division needs the input of local law enforcement to assist in major decision making areas such as training, legislation and new and innovative enforcement procedures on the horizon. In order to accomplish this, meetings, conferences and trainings must be conducted to discuss these endeavors for law enforcement. Funding is also necessary to cover regional training and conference expenses.

GOALS AND OBJECTIVES:

- Provide an annual law enforcement traffic conference in July, 2011
- Cover travel expenses for Board members to attend monthly Board meetings
- To conduct general membership training workshops

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This grant funded LETSAC Board hotel bills for the monthly Board meetings and the Highway Safety portion of the July 2011 LETSAC Conference bill. There was no general membership meeting held this year.

The 2011 Conference had 244 officers in attendance who received POST credit and featured multiple breakout sessions. These sessions offered a larger selection of training topics to the attendees. Events at the conference included the annual LETSAC police car show, the Great Escape challenge, and a survey of seat belt use by conference attendees.

The conference, awards and plaques accounted for \$27,140.12 of the total billing on this grant. All other expenses were the monthly Board hotel bills.

FUNDING:

\$30,000.00

HS CONTACT:

P.O. Box 270
Jefferson City, MO 65102
1320 Creek Trail Drive
Scott Jones
1-800-

FUNDING:

402 / 20.600: 30,000.00

HS CONTACT:

Scott Jones
P.O. Box 270
1320 Creek Trail Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

Law Enforcement Training

PROJECT NUMBER:

11-PT-02-112

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Southern State University

AGENCY CONTACT:

Dr. Tia Strait

PROJECT DESCRIPTION:

In an effort to provide this to as many law enforcement officers as possible at no cost to the agencies or officer, Missouri Southern State University Law Enforcement Academy will provide training throughout the state of Missouri at or near the following locations: Springfield, West Plains, Rolla, Harrisonville, Nevada, Osage Beach, Cape Girardeau, Kennett, Potosi, Joplin and Sullivan/Union area. Funds from this project will allow law enforcement agencies to send their entire department to this training during this contract year. Historically, most departments could only afford to send several officers a year to this training.

The geographic locations and frequency in which the training will be offered will accommodate the smaller agencies, who over a one year period of time will be able to send all of their officers to all of this training. Most agencies will be able to attend the training because the locations of the training are in such proximity that travel and overtime expenses will be minimized. The frequency in which the training will be offered will give the departments the flexibility they need to send several officers per training program.

Missouri Southern State University Law Enforcement Academy will provide continuing education hours as approved through the Peace Officer Standards and Training (P.O.S.T.) Program, by being an approved provider.

Eligible students will consist of officers from Missouri governmental agencies who are involved in the traffic support function or will follow such training. All eligible students must meet the requirements under Missouri statutes for P.O.S.T. This verification of eligibility will be made through class and reimbursement rosters that identify the trainee's name, rank, social security number, jurisdiction, DPS date of certification, and status. Missouri Southern State University Law Enforcement Academy will be responsible for verifying eligibility of all students for instruction under this agreement. Students and/or their departments will be responsible for covering costs for travel, room, and board.

PROBLEM IDENTIFICATION:

The responsibility of ensuring highway safety in the State of Missouri rests primarily on the shoulders of state, county and municipal law enforcement officers. As such, it is imperative that officers are well-trained in the areas of awareness, recognition, execution, and enforcement of traffic-related statutes and regulations.

Aside from manpower shortages, lack of adequate training is the greatest impediment to diligent enforcement of traffic-related offenses. Most state, county, and municipal law enforcement agencies do not have the financial resources to send their officers long distances to receive specialized traffic-related training.

The primary objectives of traffic enforcement training are to raise awareness of traffic safety, improve recognition of traffic-related offenses, assure proper execution of highway safety operations (i.e., sobriety checkpoints, radar, etc.) and encourage enforcement of traffic-related offenses. Based on informal and non-scientific surveys, every law enforcement official queried emphatically believed that the training had a tremendously positive impact on reducing accidents, increasing convictions, and raising the level of awareness of traffic-related concerns.

GOALS AND OBJECTIVES:**GOALS:**

1. Provide law enforcement officers in defined regions of the state the opportunity to receive comprehensive traffic enforcement related training.

2. Increase the awareness of traffic enforcement related issues among law enforcement officers and improve their skills such as report writing, courtroom testimony, etc.
3. Increase the number of traffic-related operations such as DWI enforcement, radar enforcement and sobriety checkpoints.

OBJECTIVES:

Missouri Southern State University will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide the following training programs:

Vehicle Search and Seizure - This course is designed to familiarize and update officers on current law as it relates to the search and seizure of evidence in motor vehicles. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

High Risk Vehicle Stops - This course will instruct officers on the potential hazards and approach options when dealing with traffic stops that have an increased probability for physical harm to the officer. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

Beyond the Ticket - Officers will receive training in looking beyond the ticket at various types of criminal activity, primarily in the area of transportation of controlled substances. Officers will be trained to recognize the various "red flags" when attempting to detect this type of activity. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

Missouri Motor Vehicle Law - This course will teach officers the current Missouri Motor Vehicle law as it relates to traffic enforcement. Officers will be provided copies of the relevant Revised Statutes of Missouri that relate to traffic enforcement. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

From October 1, 2010 through September 30, 2011 Missouri Southern State University Criminal Justice Programs presented ten law enforcement training programs to 223 law enforcement officers in the following Missouri locations; Camdenton, Hannibal, Portageville, Nevada, Springfield, Potosi, Columbia, and Urbana. In last year's tough economy, budget reductions in both hiring and training officers have affected some training programs this year. Also, this year Joplin, MO experienced a large EF5 tornado. There were numerous officers responding from all over the State of Missouri to assist Joplin during this incident. This event had an effect on officer training.

VEHICLE SEARCH AND SEIZURE - Three Vehicle Search and Seizure training programs were conducted at the locations listed below with a total of 78 officers attending. Officers in this course of instruction were updated and familiarized with current search and seizure laws as they relate to search and seizure of evidence in motor vehicles.

February 10, 2011 in Camdenton with 24 officers in attendance
March 14, 2011 in Hannibal with 24 officers in attendance
March 15, 2011 in Hannibal with 30 officers in attendance

HIGH RISK VEHICLE STOPS- Three High Risk Vehicle Stop training programs were presented at the locations listed below with a total of 57 officers in attendance. The purpose of this course was to instruct officers on the potential hazards and approach options when dealing with traffic stops. Emphasis was placed on tactical stop procedures as well as officer safety at the stop scene from oncoming traffic. Classroom training was provided as well as a practical application that got Officers out of the classroom and presented them with a situational training exercise.

February 18, 2011 in Portageville with 24 officers in attendance
February 25, 2011 in Potosi with 25 officers in attendance
May 20, 2011 in Nevada with 8 officers in attendance

BEYOND THE TICKET-DRUG INTERDICTION - One Beyond the Ticket training program was conducted in Springfield on July 6, 2011 with 23 officers in attendance. Officers were trained to look beyond the ticket in their traffic stops to recognize other criminal activity particularly the possession and transportation of controlled substances. Sound investigative techniques as well as Officer Safety were emphasized.

MOTOR VEHICLE LAW -Three Missouri Motor Vehicle Law programs were presented at the locations listed below with a total of 65 law enforcement officers in attendance. Officers in this course of instruction were trained in current Missouri motor vehicle law as it pertains to traffic enforcement and criminal investigation relating to traffic stops.

May 2, 2011 in Columbia with 36 officers in attendance
June 6, 2011 in Potosi with 21 officers in attendance
July 28, 2011 in Urbana with 8 officers in attendance

FUNDING:

402 / 20.600: 30,000.00

HS CONTACT:

Jackie Rogers
P.O. Box 270
1320 Creek Trail Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

TWEEN Safety Program

PROJECT NUMBER:

11-PT-02-8

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

The TWEEN Safety Program will target children between the ages of 8 and 13 years old and their parents. The project consists of intervention programs designed to educate parents and their kids regarding general traffic safety.

Suggested programs are created with specific age groups in mind. For younger TWEENS between the ages of 8 and 10, activities such as "Spot the Tot", "Trunk Entrapment", "Safety Belt Fit Test" and "Never Leave your Child Unattended" provide information critical to keeping kids safe in and around vehicles. For all TWEENS and older TWEENS, the focus will be to learn about basic airbag safety and proper safety belt usage.

The activities and related information will be primarily facilitated through school assemblies, after school programs, safety fairs, and summer programs. Each program will have printed material with the target age groups for students and parents. Incentives such as pencils, seat belt covers and DVD holders will be provided following the activities to reinforce learning.

Focus groups will be conducted prior to the programs to gather ideas to best fit the needs of the TWEEN population and their parents. The Program Coordinator will be responsible for the completion of these focus groups.

Finally, if possible, the Coordinator will distribute and collect pre and post tests or another selected form of evaluation that will be completed by students and/or parents following the completion of activities. Results would then be compiled into descriptive reports.

PROBLEM IDENTIFICATION:

Too many young children are riding in the front seat of a vehicle often without any type of restraint, child safety seat or safety belt. This habit puts a number of children at risk of airbag-related injuries and deaths. While child safety seats and booster seats for children under eight years of age are being used more often, children between 8-13 years of age are at a greater risk of danger because of the lack of education about restraint use and airbag safety. These children are the drivers of the future, and the foundation for safety belt use needs to occur at this level before they are behind the wheel of a vehicle.

In 2009, there were eight fatalities in Missouri (five fewer than the previous year), however, the disabling injuries for this age group increased by 55 during the same time frame. While a multitude of programs and other resources have been directed toward child restraint or booster seat use by younger children, there is not enough focus on ensuring that TWEENS ride properly restrained.

GOALS AND OBJECTIVES:

To reduce the number of fatalities and injuries of children between the ages of 8 and 13.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity

(due within 30 days after contract completion date)

4. Attaining the Goals set forth in this contract*

5. Accomplishing the Objectives* established to meet the project Goals, such as:

- Programs (number and success of programs held compared to planned programs, evaluations if available)
- Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
- Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
- Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
- Other (any other information or material that supports the Objectives)

6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The "Be The Back Seat Boss" Tween safety program was presented in three new areas of the state. Cape Girardeau (4 smaller group assemblies were conducted), St. Louis (all 5th grade classes), Springfield (8 elementary schools). Twenty five assemblies were held, six after-school programs or small group education presentations were held, and five community outreach events were attended

Total students reached - 6,822 (32 schools)

Students were given a rack card and/or flyer with information concerning seat belt positioning, airbag safety and taught a seat belt safety test (concerning who should be in a seat belt).

This year many compliments were received from teachers and principals about the assembly. The Safe Kids Coalitions and Missouri's Community Partnerships were good contacts. Other assemblies will be held in the Kansas City area along with Springfield schools who have communicated an interest.

FUNDING:

402 / 20.600: 10,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.30% out of every 100 traffic crashes in Missouri were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash.

BENCHMARKS

Established	Result
<p>Decrease fatalities involving drivers with .08 BAC or greater by 2 percent annually to:</p> <ul style="list-style-type: none"> • 298 by 2010 • 292 by 2011 • 286 by 2012 • 280 by 2013 <p>• 2008 fatalities involving drivers of passenger vehicles and motorcycle operators with .08 BAC or greater = 310</p>	<p>In 2008, the number of fatalities involving drivers of passenger vehicles and motorcycle operators with a .08 BAC or greater was 310. That number decreased to 300 in 2009, a decrease of 3%.</p>
<p>Increase impaired driving arrests made during grant-funded enforcement activities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 7,711 by 2010 • 7,865 by 2011 • 8,022 by 2012 • 8,182 by 2013 <p>• 2009 impaired driving arrests made during grant-funded enforcement activities = 5,369 (DWI)</p>	<p>In 2009, the number of impaired driving arrests made during grant funded enforcement activities was 5,369. In 2010, there were 8,918, an increase of 66%.</p>
<p>Decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to:</p> <ul style="list-style-type: none"> • 37 by 2010 • 36 by 2011 • 35 by 2012 • 34 by 2013 <p>• 2009 fatalities involving impaired drivers under the age of 21 years = 37</p>	<p>In 2009, the number of fatalities involving impaired drivers under the age of 21 years was 37. In 2010, the number of fatalities was 23, a 38% decrease.</p>

Strategies—Public Information and Education

Identified	Implemented
<p>Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as <i>You Drink & Drive. YOU LOSE.</i>, through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the Web site, and through public service announcements.</p>	<p>In addition to the <i>You Drink, You Drive. You Lose.</i> Campaign, education on the dangers of drinking and driving was also provided through other campaigns held during the year (December 6-12, 2010, March 16-20, 2011, May 4-13, 2011, July 1-4, 2011, and December 5-11, 2011). Information was distributed to law enforcement agencies that received grants that included a sample press release. Local and state law enforcement agencies conducted numerous media interviews throughout the campaigns.</p>
<p>Incorporate impaired driving educational programs into school systems and businesses.</p>	<p>Numerous school presentations were made during FY2011, as well as the distribution of items at schools and events with the "stop impaired driving" message.</p>
<p>Develop statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program).</p>	<p>Statewide designated driver programs previously developed remain active and continue to stress alternatives to drinking and driving. Contact was maintained with all 23 CHEERS chapters to encourage them to sustain or improve CHEERS participation. The CHEERS program is highlighted in the SMART program, and many SMART participants have called for information and subsequently joined efforts with</p>

	Project CHEERS as a result.
Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART Web-based server training program; continue to expand and promote the programs.	Interactive online training with videos, self-checks, and self assessment was provided along with easy access to the training through the internet 24 hours per day. Training was provided free of charge to the server for the bar/restaurant/liquor store owner. A representative from all participating agencies provided valuable input during meetings with informal e-mail contact, and collaborated on various initiatives for all three programs of this grant.
Provide support for the MCRS Impaired Driving subcommittee to address impaired driving crashes and underage impaired driving.	The MCRS Impaired Driving subcommittee meets several times per year. The subcommittee is comprised of several agencies/organizations that work in the impaired driving area such as MADD, Missouri Office of Prosecution Services, Department of Health and Senior Services, Revenue, Public Safety, Mental Health, and the Office of State Courts Administrator, etc. The subcommittee is co-chaired by a local prosecutor and a Captain with the Missouri State Highway Patrol. OHS staff provides support and coordination functions for the subcommittee.
Implement, if possible, recommendations identified in the 2008 Statewide Impaired Driving Assessment.	The assessment report (resulting from the 2008 Statewide Impaired Driving Assessment) is on file in the OHS and was used in the development of Missouri's Impaired Driving Strategic plan, which was finalized and printed in January of 2010.
Work through the MCRS Impaired Driving Subcommittee to implement strategies outlined in the Impaired Driving Strategic Plan.	The Impaired Driving Subcommittee members provide technical expertise to the Department of Public Safety and many legislators across the state during legislative session. The Strategic Plan is disseminated during the session to outline improvements in the state.
Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention and Partners in Environmental Change; local community education programs.	The OHS continues to fund youth and young adult prevention and education programs as mentioned. (Copy of the detailed reports are attached to this section.) In addition, two Safe Communities grants are funded (Ozarks Technical College and Cape Girardeau). In these grants, quality training and educational materials are provided upon request.
Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications.	Impaired driving educational materials are updated on a continuous basis as needed. New partnerships are constantly sought out and provided with the publications and encourage their use.
Develop campaigns /materials to reach targeted high-risk groups.	Exhibits were conducted at Rockbridge High School, the Future Farmers of America Conference, State Capitol and Jefferson City High School. Funding was used to provide incentive items that focus on teens or young adults as a reminder to drive safe and wear seat belts. The Missouri School Resource Officers Conference was held at the Lake of the Ozarks in June. A representative from the THSD presented during a breakfast session informing the participants of the programs offered through the office and that of its partners.
Develop materials to educate legislators about alcohol and other drug-related driving issues.	The OHS created a myriad of printed materials for legislators during legislative sessions. These materials supported efforts to pass comprehensive DWI reform and included brochures, charts, graphs, and comparative public policy research publications.
Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners In Prevention, Partners In Environmental Change).	PIP members actively participate in the MCRS DWI Subcommittee meetings to maximize resources.
Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical	Fatal vision goggles, videos, and community program guides are sent when requested. Support is provided to schools that

assistance to develop programs such as DWI docudramas or <i>Every 15 Minutes</i> , loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers.	would like to implement any of the identified programs.
Provide Drug Impairment Training for Educational Professionals across the state.	Annual statistics of students trained, current information about class/online providers (address, phone, email address, etc), location of satellite classrooms, and instructors certified and teaching in the system were gathered the first of January for an Annual DIP Report. This report is distributed to the MoDOT Highway Safety Grant Manager, DOR-DLB, Director of MSC, site providers and the Fine Collection Center.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives.	Customer relations staff work with local coalition to schedule press events in conjunction with major enforcement campaigns and other events scheduled throughout the year.

Strategies—Enforcement

Identified	Implemented
Provide funding for alcohol saturation enforcement teams DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans.	Increased participation is promoted during the scheduled quarterly sobriety checkpoints/DWI saturation patrols and major enforcement campaigns. A BAT van was purchased this fiscal year for St. Louis County during sobriety checkpoints.
Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies).	Following equipment was provided for sobriety checkpoint projects: Traffic cones, generator, lights, cones, flares, traffic wands, equipment trailer, flares, AS-IV BAC instrument, vests, striping, decals for the BAT van, in-car camera, PBT and receiver hitch.
Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing, sobriety checkpoint supervisor training, courtroom testimony, Drug Recognition Experts, and DWI crash investigation techniques).	During this fiscal year Missouri Southern State University Criminal Justice Programs presented 16 DWI related training programs to 240 law enforcement officers. Training courses offered were as follows: Standard Field Sobriety Testing, BAC Type III Permit Course, Sobriety Checkpoint Training, Small Department DWI Enforcement, DWI Crash Investigation, Report Writing/Courtroom Testimony DWI and ARIDE.
Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference.	Buck Savage is a retired police officer who provided a motivational presentation to the congregation of 244 at the LETSAC Conference this past year. Other sessions offered a larger selection of training topics for the attendees as well.
Provide supplies, support, and training for Drug Recognition Experts and the DRE Recertification Training to ensure continuity of the program.	This contract funded printing of the DRE manuals and supplies needed for a DRE certification school conducted March 7-18, 2011. There were 17 attendees from 15 counties and municipalities. Funds were also utilized to send two officers to the DRE/Traffic Safety Conference in Osage Beach in June of 2011.
Support a State SFST Coordinator who will work in cooperation with the Impaired Driving Subcommittee of the MCRS and the DRE/SFST Advisory Committee in order to maintain standardization of the program.	The SFST Coordinator is a regular member of the Impaired Driving Subcommittee of the MCRS and meets with that committee on a routine basis. The coordinator is also a member of the SFST/DRE Oversight Board that meets four times per year. He sends out notices and updates as needed and when appropriate. He maintains an email list of all SFST Instructors (181) and practitioners (15,981).
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, Party Patrol, 1-866-MUSTB21 tipline, PIRE law enforcement training, selective enforcement, compliance checks, and special events).	PIRE trainings were conducted in three locations around Missouri: Macon, Springfield and Sikeston. Also provided training to community collation members and law enforcement officers.
Incorporate, if possible, recommendations identified in the 2008 Impaired Driving Assessment.	The assessment report (resulting from the 2008 Statewide Impaired Driving Assessment) is on file in the OHS and is

	being used in the development of Missouri's Impaired Driving Strategic plan, which was finalized and printed in January of 2010.
Increase participation in statewide multijurisdictional mobilization enforcement efforts.	Increased participation is promoted during Quarterly Sobriety Checkpoints/DWI Saturation Patrols and major enforcement campaigns such as the Youth Seat Belt Enforcement, "Click It or Ticket", and "You Drink & Drive. You Lose." campaigns which are held throughout the year.
Support three additional DWI traffic units with a local law enforcement agency.	Full time DWI Units were supported in the Columbia Police Department, the Camden County Sheriff's Office, Joplin Police Department, and the Boone County Sheriff's Department.

Strategies—Prosecution/Adjudication

Identified	Implemented
Train judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, and the National Drug Court Institute.	DOR law enforcement seminars—these seminars consisted of a four-hour presentation covering Missouri DWI case law. A combined total of over 500 law enforcement officers, judges and court personnel attended the sessions. Over 750 printed supplements, legislative updates, breath testing defense articles and case update materials were distributed to attendees and others in the law enforcement and judiciary field.
Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri.	The Missouri Office of Prosecution Services was awarded a grant to fund a Traffic Safety Resource Prosecutor in Missouri. This was the seventh year of a grant originally awarded in October 2004. A comprehensive and invaluable training program is presented annually by the MOPS, geared toward prosecutors and law enforcement, featuring local and national presenters.
Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates.	The MADD Missouri court monitor project saw a huge success in working to unveil approximately 3,400 missing dispositions in the Jefferson County Municipal Courts system. There were changes in prosecutorial/judicial positions and MADD MO has been assured by OSCA, DOR, the county courts system and the MSHP that the issue has been resolved.
Provide National Drug Court Institute training to DWI court teams from across the state.	Due to DWI legislation passed in 2010, Missouri has added nine new stand-alone DWI Courts in the last year. There are 537 people currently participating in DWI courts in 21 stand-alone county programs and 32 adult drug court programs that accept DWI offenders. There have been 118 DWI court graduates so far in calendar year 2011 resulting in a program graduation rate of 76.6 percent.
Provide equipment and training to enhance the DWI Tracking System (DWITS).	Contracted consultants held DWITS training sessions at Jefferson City, Lee's Summit, Poplar Bluff, Springfield and Weldon Spring. There were 169 individuals from Missouri criminal justice agencies that registered for this training with 101 in attendance. The Traffic Records Division disseminated 184 tutorial computer disks to requesting parties seeking information on the DWITS.
Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference.	An experienced legal representative of MoDOT provided training on DWI case law precedent and procedures at the 2011 Missouri Municipal & Associate Circuit Judge Association Conference on May 25-27, 2011 at Osage Beach, Missouri.
Provide an integrated system, a Web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing.	A list of DWITS enhancements and corrected malfunctions compiled by Ron Beck, Program Analyst Manager/Statistical Analysis Center with the Missouri State Highway Patrol is provided and attached to this section.
Continue expansion of DWI Courts throughout the state	DWI Courts expanded to include the counties of Audrain,

beyond the current nine locations in St. Charles, Lincoln, Jefferson, Buchanan, Greene, Butler, Franklin, Montgomery, and Warren Counties.	Buchanan, Boone, Butler, Cass, Cole, Dunklin, Franklin, Greene, Jefferson, Lincoln, Pike, Montgomery, Osage/Gasconade, Newton, Platte, Ripley, St. Charles, St. Louis County, Stone and Warren).
Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts.	The Appeals Attorney, Sam Buffaloe, conducted extensive legal research; drafted court briefs and other pleadings; and presented a number of oral arguments before the Missouri Court of Appeals in the its eastern, western and southern districts. He has also created a system to monitor and track the progress of the appeals cases within the General Counsel's Office Case Management system, and prepared updated reports for weekly appeals meetings.
Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator.	The full-time Paralegal position was created in the DOR, General Counsel's Office to review and monitor alcohol-related traffic offenders. The position has enabled the Department to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving privileges and reinstatement.

Strategies--Technologies

Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system.	A total of 297 law enforcement agencies, 77 prosecuting attorney offices, and 120 courts are registered users of the DWITS. DWI-related arrest information is being received electronically from 65 law enforcement agencies via the interface established between the DWITS and the Regional Justice Information Services (REJIS). A list of DWITS enhancements and corrected malfunctions compiled are attached to this section.
Support the efforts of the Missouri Safety Center Breath Instrument Training Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed.	The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. Spare parts for the Intoxilyzer 5000 and Datamaster instruments are dwindling. New instruments were not approved through the Department of Health and Senior Services so no new replaced units were placed in the field.
Seek ways to expedite processing of DWI offenders.	Through the Traffic Safety Resource Prosecutor we have offered programs that encourage cooperation between law enforcement, prosecutors and judges to streamline the process for warrants to obtain blood samples in DWI refusal cases.
Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices.	Traffic & Highway Staff work with partnering agencies such as DOR, OSCA to improve ignition interlock use and offender compliance. There is a grant with DOR for a paralegal position that will focus on limited driving privileges issued by DWI courts.
Monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines (or rules).	A retired law enforcement officer serves as the Ignition Interlock Monitor for the State. Ninety percent of the ignition interlock installation/service centers were monitored during this grant period. The centers were monitored to ensure compliance with the state guidelines. In addition, the ignition interlock monitor held in-person and telephone meetings with the ignition interlock manufacturers.

DWI TRACKING SYSTEM

The DWI Tracking System, a major component of Missouri's use of transfer funds, has resulted in the ability to track the full life cycle of a DWI event and identify missing reportable information. The system has provided information on both criminal and administrative sanctions imposed for DWI violations, as well as treatment program participation by offenders. Federal requirements for incentive grant funding specify that DWI incidents must be tracked from arrest through adjudication. For each DWI arrest, it should be possible to determine if charges were filed, amended or nolle prosequi. When charges are filed, the

dispositions are readily available. Once the full life cycle of DWI events are recorded in the repository, inconsistencies in the process of enforcing DWI statutes can be examined. If the difference between the number of arrests and number of convictions is significant, potential causes can be studied and remedies implemented. The reporting capabilities of the new system include reporting on aggregated DWI data by specific categories such as geographic locations, demographic groups, and sanctions imposed. Additional reports are provided that identify non-reporting agencies and information missing within individual DWI incidents. This system provides Missouri with the most comprehensive information on DWI offender records ever available. The program became operational in February of 2005.

SOBRIETY CHECKPOINTS

Sobriety Checkpoints have proven their worth as a deterrent, intervention, apprehension, and public awareness tool in the DWI arsenal. For this reason, a state must have a statewide sobriety checkpoint program in order to qualify for Section 410 Alcohol Incentive grant funds. Utilizing Section 410 and 154 alcohol incentive funds, the OHS was able to provide funding to support checkpoints through 54 local law enforcement agencies (that includes the Missouri State Highway Patrol). While these agencies are listed below, it is important to note many agencies that provide the sole funding support for their checkpoints are not included within this list

- | | |
|---|--|
| 1. Arnold Police Department | 28. Missouri State Highway Patrol |
| 2. Battlefield Police Department | 29. Nixa Police Department |
| 3. Belton Police Department | 30. O'Fallon Police Department |
| 4. Blue Springs Police Department | 31. Olivette Police Department |
| 5. Boone County Sheriff's Department | 32. Oronogo Police Department |
| 6. Branson Police Department | 33. Overland Police Department |
| 7. Breckenridge Hills Police Department | 34. Ozark Police Department |
| 8. Calverton Park Police Department | 35. Pine Lawn Police Department |
| 9. Cape Girardeau Police Department | 36. Platte City Sheriff's Department |
| 10. Cass County Sheriff's Department | 37. Raymore Police Department |
| 11. Charlack Police Department | 38. Republic Police Department |
| 12. Chesterfield Police Department | 39. Rolla Police Department |
| 13. Clay County Sheriff's Department | 40. Smithville Police Department |
| 14. Cole County Sheriff's Department | 41. Springfield Police Department |
| 15. Creve Coeur Police Department | 42. St. Charles City Police Department |
| 16. Eureka Police Department | 43. St. Charles Sheriff's Department |
| 17. Franklin County Sheriff's Department | 44. St. John Police Department |
| 18. Harrisonville Police Department | 45. St. Joseph Police Department |
| 19. Hazlewood Police Department | 46. St. Louis County Police Department |
| 20. Kennett Police Department | 47. St. Louis Metro Police Department |
| 21. Independence Police Department | 48. St. Peters Police Department |
| 22. Jackson County Sheriff's Department | 49. St. Robert Police Department |
| 23. Jefferson County Sheriff's Department | 50. Troy Police Department |
| 24. Jennings Police Department | 51. Stone County Sheriff's Department |
| 25. Kansas City Police Department | 52. University City Police Department |
| 26. Lebanon Police Department | 53. Washington Police Department |
| 27. Maries County Sheriff's Department | 54. Willow Springs Police Department |

PROJECT TITLE:

Full Time DWI Unit

PROJECT NUMBER:

11-154-AL-65

PROGRAM AREA:

AL

JURISDICTION SIZE:

78,915

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Columbia Police Dept.

AGENCY CONTACT:

Sgt. Shelley Jones

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2006-2008 period, 489,219 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured. During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured.

GOALS AND OBJECTIVES:**Goal:**

2% decrease in alcohol and other drug related fatalities and disabling injuries in comparison to the previous 3-year total (2006-2008 = 4,713)

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics Report and Full Time DWI Unit Annual Report

FUNDING:

\$121,500.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2011
Agency:	Columbia Police Dept.		
Project:	Full Time DWI Unit	Project Number:	11-154-AL-65

Enforcement Period Start Date:	10/1/2010	Enforcement Period End Date:	9/30/2011
Enforcement Activity:	SUMMARY		
DWI Arrests:	225	Warnings	
Following too Close:	4	Warn Following Too Close:	2
Stop Sign Violation:	16	Warn Stop Sign:	9
Signal Light Violation:	26	Warn Signal Light Violation:	6
Fail to Yield:	11	Warn Fail To Yield:	1
C & I Driving:	35	Warn C & I Driving:	9
Speeding:	327	Warn Speeding:	365
Other HMV:	122	Warn Other HMV:	77
Total HMV	766	Total HMV Warnings	469
<i>Shaded areas are not included in totals.</i>		Warn Seat Belt	1
Seat Belt:	9	Warn Child Restraint:	0
Child Restraint:	1	Warn MIP Violations:	6
MIP Violations:	34	Warn Open Container:	0
Open Container:	1	Warn Zero Tolerance:	0
Zero Tolerance:	1	Warn Fake ID:	0
Fake ID:	2	Warn Other Liquor Law:	0
Other Liquor Law:	0	Warn Suspended/Revoked Licenses:	4
Suspended/Revoked Licenses:	40	Warn No Operator's License	0
Uninsured Motorist:	24	Warn Uninsured Motorist:	2
Felony Arrests:	10	Warn Other NON-HMV Violations:	632
Drug Arrests:	18	Total NON-HMV (Warnings)	639
Stolen Vehicles Recovered:	1	Total Violations (Warnings)	1,108
Fugitives Apprehended:	17		
Other Non-HMV Violations:	90	Youth Alcohol Only	
Total Non-HMV	164	Party Calls:	0
Total Violations (Citations)	930	Disturbances:	0
		Compliance checks:	0
		Number of Contacts:	0

Program: TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year: 2011	
Agency: Columbia Police Dept.			
Project: Full Time DWI Unit		Project Number: 11-154-AL-65	

Number of Vehicle Stops: 1,851 Number of Hours: 3,106 Enforcement Cost: 8,238.26 Number of Sobriety Checkpoints: 7 BAC Given: 173 Refused: 50 Field Tested SFST: 544 Blood Draws: 0 DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">16-20</td> <td style="width: 20%;">21-29</td> <td style="width: 20%;">30-39</td> <td style="width: 20%;">40-50</td> <td style="width: 20%;">50+</td> </tr> <tr> <td>31</td> <td>136</td> <td>26</td> <td>22</td> <td>12</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	31	136	26	22	12	DRE Use only DUI - Drug Arrests: 3 Drug Influence Evaluation: 6
16-20	21-29	30-39	40-50	50+							
31	136	26	22	12							

Media Coverage:

☒ Radio
☐ 4 TV
☐ 4 News Releases
☐ Press Conference
☐ Web Site
☒ Print Media

Other:

Location, activity or comments:

Performance Stops Per Hour: 0.32 Cost Per Citation: 69.82 Cost Per Stop: 73.56	Full Time Grant-Funded Units Hours on Enforcement: 0 Hours in Court: 0 Hours in Training: 0 Hours on Leave: 0 Hours in Outreach: 0 Other Hours: 0 Total Hours: 0
--	---

Reporting Officer's Name:

Full-Time DWI/Traffic Unit FY2011 Annual Report

Law enforcement agencies with full-time DWI or Traffic Units are required to complete and send an annual report for Fiscal Year 2011 (October 2010 – September 30, 2011). Please provide information to the following questions and return to Chris Luebbert by November 18, 2011.

1. What roadways did your agency focus the enforcement details?

It was City wide enforcement.

2. What schedule did your officers/deputies work (time of day and day of week)?

They worked 4 10 hours shifts from 9 pm to 7 am. The days off rotate giving the officers an occasional weekend off.

3. How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes?

There were meetings approximately every other month to discuss enforcement and other traffic related plans.

4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit?

There were several interviews with the media regarding DWI enforcement throughout the year. It was also mentioned during various educational events such as Victim Impact Panels, school presentations, etc.

5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.)

Press releases were done during statewide enforcement campaigns detailing our DWI enforcement including the efforts of our DWI unit. There were a couple of stories and interviews were done by officers highlighting the creation of the DWI Unit and the affects of the DWI unit.

6. What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?

Officer Hessenflow: None

Officer Turner: SFST Instructor, LETSAC Conference, DWI Conference, Type II Breath Instrument Supervisor, Checkpoint Supervisor, DRE Certification

Officer Simpson: SFST Instructor, LETSAC Conference, DWI Conference, DRE Certification, Type II Breath Instrument Supervisor, Checkpoint Supervisor

7. Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.

Officer Chris Hessenflow left our department in April 2011 to work for another law enforcement agency. Officer Lori Simpson replaced him in the DWI Unit.

8. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain.

The officers work primarily traffic related duties. There is required in-service training which all officers in the department attend. The officers in the unit can sign up for other overtime to assist with patrol staffing, but this is in addition to their normal work hours which are devoted to traffic enforcement.

9. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

On 09/18/11, Officer Turner had a single vehicle crash involving his DWI Unit Vehicle (2010 Chevy Tahoe, VIN # 1GNMCAE03AR151779). The crash caused moderate damage to the front end of the vehicle. The vehicle has been repaired and is back in service.

There was no other equipment damaged.

10. At the meeting in January 2011 each unit was informed they must host or assist at six sobriety checkpoints this fiscal year (ending September 2011) and twelve beginning October 2011. Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.

Checkpoints conducted by the Columbia Police Department

1. 12/09/10, Providence/Southampton, Columbia Police Department
2. 03/18/11, Providence/Big Bear, Columbia Police Department
3. 07.02/11, Old Hwy 63 South-2500 block, Columbia Police Department
4. 08/26/11, College/Rollins, Columbia Police Department
5. 09/22/11, Broadway/West Blvd, Columbia Police Department

Checkpoints conducted by other Agencies we assisted with

6. 09/15/11, Kenutcky/Providence, University of MO Police Department

11. Please list each officer/deputy individually and the number of DWI arrests they had during the grant year.

Officer Hessenflow: 57 DWI Arrests

Officer Turner: 110 DWI Arrests

Officer Simpson: 64 DWI Arrests

12. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

None.

Acting Sgt. Curtis Perkins
Columbia Police Traffic Unit Supervisor
573-874-6336
csparkin@gocolumbiamo.com

PROJECT TITLE:

DWI Enforcement Unit

PROJECT NUMBER:

11-154-AL-60

PROGRAM AREA:

AL

JURISDICTION SIZE:

33,952

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Camden County Sheriff's Dept.

AGENCY CONTACT:

Sgt. Bill Moulder

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2006-2008 period, 489,219 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured. During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured.

GOALS AND OBJECTIVES:**Goal:**

2% decrease in alcohol and other drug related fatalities and disabling injuries in comparison to the previous 3-year total (2006-2008 = 4,713)

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics Report.

FUNDING:

\$125,163.06

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2011
Agency:	Camden County Sheriff's Dept.		
Project:	DWI Enforcement Unit	Project Number:	11-154-AL-60

Enforcement Period Start Date:	10/1/2010	Enforcement Period End Date:	9/30/2011
Enforcement Activity:	SUMMARY		
DWI Arrests:	114	Warnings	
Following too Close:	1	Warn Following Too Close:	17
Stop Sign Violation:	3	Warn Stop Sign:	22
Signal Light Violation:	1	Warn Signal Light Violation:	10
Fail to Yield:	0	Warn Fail To Yield:	0
C & I Driving:	13	Warn C & I Driving:	37
Speeding:	66	Warn Speeding:	421
Other HMV:	20	Warn Other HMV:	582
Total HMV	218	Total HMV Warnings	1,089
<i>Shaded areas are not included in totals.</i>		Warn Seat Belt	17
Seat Belt:	8	Warn Child Restraint:	0
Child Restraint:	1	Warn MIP Violations:	2
MIP Violations:	18	Warn Open Container:	0
Open Container:	0	Warn Zero Tolerance:	0
Zero Tolerance:	1	Warn Fake ID:	0
Fake ID:	0	Warn Other Liquor Law:	0
Other Liquor Law:	2	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	48	Warn No Operator's License	0
Uninsured Motorist:	38	Warn Uninsured Motorist:	45
Felony Arrests:	14	Warn Other NON-HMV Violations:	286
Drug Arrests:	43	Total NON-HMV (Warnings)	348
Stolen Vehicles Recovered:	1	Total Violations (Warnings)	1,437
Fugitives Apprehended:	26		
Other Non-HMV Violations:	27	Youth Alcohol Only	
Total Non-HMV	122	Party Calls:	9
Total Violations (Citations)	340	Disturbances:	107
		Compliance checks:	0
		Number of Contacts:	0

Program: TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year: 2011	
Agency: Camden County Sheriff's Dept.			
Project: DWI Enforcement Unit		Project Number: 11-154-AL-60	

Number of Vehicle Stops: 1,718 Number of Hours: 7,900 Enforcement Cost: 9,092.17 Number of Sobriety Checkpoints: 2 BAC Given: 78 Refused: 20 Field Tested SFST: 159 Blood Draws: 0 DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">16-20</td> <td style="width: 20%;">21-29</td> <td style="width: 20%;">30-39</td> <td style="width: 20%;">40-50</td> <td style="width: 20%;">50+</td> </tr> <tr> <td>12</td> <td>43</td> <td>27</td> <td>20</td> <td>12</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	12	43	27	20	12	DRE Use only DUI - Drug Arrests: 7 Drug Influence Evaluation: 14
16-20	21-29	30-39	40-50	50+							
12	43	27	20	12							

Media Coverage:

☐ Radio
☐ TV
☐ News Releases
☐ Press Conference
☐ Web Site
☐ Print Media

Other:

Location, activity or comments:

Performance		Full Time Grant-Funded Units	
Stops Per Hour:	0.17	Hours on Enforcement:	1,254
Cost Per Citation:	25.69	Hours in Court:	0
Cost Per Stop:	30.72	Hours in Training:	0
		Hours on Leave:	164
		Hours in Outreach:	0
		Other Hours:	0
		Total Hours:	1,418

Reporting Officer's Name:

Full-Time DWI/Traffic Unit FY2011 Annual Report

Law enforcement agencies with full-time DWI or Traffic Units are required to complete and send an annual report for Fiscal Year 2011 (October 2010 – September 30, 2011). Please provide information to the following questions and return to Chris Luebbert by November 18, 2011.

1. What roadways did your agency focus the enforcement details?
US 54, MO 5 North, ST RT MM, TT,F, Horseshoe Bend Parkway.
2. What schedule did your officers/deputies work (time of day and day of week)?
The schedule was set so that coverage was Monday through Sunday morning. Hours were from 1800 to 0300.
3. How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes? **Monthly**
4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit? **Presentations to local chamber of commerce, and civic organizations.**
5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.) **Live call in radio show on KRMS an AM talk show, and KCVO a local Christian radio station. Newspaper contacts to discuss summer driving season.**
6. What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?
Deputies Schoenfeld and Young: DRE
Deputies Ford and Gibbs: ARIDE
Deputies Ford, Gibbs, and Schoenfeld: classes at LETSAC.
7. Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.
Deputy Young was transferred from the Unit and replaced with Deputy Gibbs.
8. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain. **NO**

9. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?
NO
10. At the meeting in January 2011 each unit was informed they must host or assist at six sobriety checkpoints this fiscal year (ending September 2011) and twelve beginning October 2011. Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.
MSHP May 7, 2011 MO 5 at Harvest.
11. Please list each officer/deputy individually and the number of DWI arrests they had during the grant year.
Donna Ford 49
Danny Gibbs 6 (started 06/2011)
Kevin Schoenfeld 29
Larry Rutherford 6
Justin Young (removed from unit 05/2011)
12. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?
NO.

Please send to Chris Luebbert by 11/18/2011:

Email: Christopher.Luebbert@modot.mo.gov

Fax: (573) 634-5977

Mail: 2211 St. Mary's Blvd
Jefferson City, MO 65109

PROJECT TITLE:

Full-Time DWI Unit

PROJECT NUMBER:

11-K8-03-89

PROGRAM AREA:

03

JURISDICTION SIZE:

44,612

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Joplin Police Dept.

AGENCY CONTACT:

Sgt. Darren Gallup

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2006-2008 period, 489,219 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured. During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured.

GOALS AND OBJECTIVES:**Goal:**

2% decrease in alcohol and other drug related fatalities and disabling injuries in comparison to the previous 3-year total (2006-2008 = 4,713)

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Please see attached Enforcement Statistics Report.

FUNDING:

410 / 20.601: 67,280.78

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2011
Agency:	Joplin Police Dept.		
Project:	Full-Time DWI Unit	Project Number:	11-K8-03-89

Enforcement Period Start Date:	10/1/2010	Enforcement Period End Date:	9/30/2011
Enforcement Activity:	SUMMARY		
DWI Arrests:	292	Warnings	
Following too Close:	2	Warn Following Too Close:	1
Stop Sign Violation:	3	Warn Stop Sign:	1
Signal Light Violation:	13	Warn Signal Light Violation:	3
Fail to Yield:	3	Warn Fail To Yield:	0
C & I Driving:	14	Warn C & I Driving:	6
Speeding:	76	Warn Speeding:	16
Other HMV:	120	Warn Other HMV:	305
Total HMV	523	Total HMV Warnings	332
Shaded areas are not included in totals.		Warn Seat Belt	0
Seat Belt:	89	Warn Child Restraint:	0
Child Restraint:	0	Warn MIP Violations:	0
MIP Violations:	15	Warn Open Container:	0
Open Container:	1	Warn Zero Tolerance:	0
Zero Tolerance:	6	Warn Fake ID:	0
Fake ID:	0	Warn Other Liquor Law:	0
Other Liquor Law:	0	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	74	Warn No Operator's License	
Uninsured Motorist:	138	Warn Uninsured Motorist:	5
Felony Arrests:	98	Warn Other NON-HMV Violations:	71
Drug Arrests:	3	Total NON-HMV (Warnings)	76
Stolen Vehicles Recovered:	0	Total Violations (Warnings)	408
Fugitives Apprehended:	0		
Other Non-HMV Violations:	128	Youth Alcohol Only	
Total Non-HMV	429	Party Calls:	0
Total Violations (Citations)	952	Disturbances:	0
		Compliance checks:	0
		Number of Contacts:	

Program: TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year: 2011	
Agency: Joplin Police Dept.			
Project: Full-Time DWI Unit		Project Number: 11-K8-03-89	

Number of Vehicle Stops: 916 Number of Hours: 2,975 Enforcement Cost: Number of Sobriety Checkpoints: 11 BAC Given: 208 Refused: 73 Field Tested SFST: 392 Blood Draws: DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">16-20</td> <td style="text-align: center;">21-29</td> <td style="text-align: center;">30-39</td> <td style="text-align: center;">40-50</td> <td style="text-align: center;">50+</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">54</td> <td style="text-align: center;">58</td> <td style="text-align: center;">27</td> <td style="text-align: center;">12</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	4	54	58	27	12	DRE Use only DUI - Drug Arrests: 0 Drug Influence Evaluation: 24
16-20	21-29	30-39	40-50	50+							
4	54	58	27	12							

Media Coverage:

☐ Radio
☐ TV
☐ News Releases
☐ Press Conference
☐ Web Site
☐ Print Media

Other:

Location, activity or comments:

Performance Stops Per Hour: Cost Per Citation: Cost Per Stop:	Full Time Grant-Funded Units Hours on Enforcement: Hours in Court: Hours in Training: Hours on Leave: Hours in Outreach: Other Hours: Total Hours:
---	---

Reporting Officer's Name:

Full-Time DWI/Traffic Unit FY2011 Annual Report

Law enforcement agencies with full-time DWI or Traffic Units are required to complete and send an annual report for Fiscal Year 2011 (October 2010 – September 30, 2011). Please provide information to the following questions and return to Chris Luebbert by November 18, 2011.

1. What roadways did your agency focus the enforcement details?

Our full-time DWI officers conduct enforcement efforts Citywide. A large majority of our DWI arrests were on four main roadways. Range Line, Main, 32nd and 7th.

2. What schedule did your officers/deputies work (time of day and day of week)?

Both officers work Tuesday, Wednesday, and Thursday from 1700 to 0300. One officer works Friday 1700 to 0300 and one officer works Saturday 1700 to 0300.

3. How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes?

DWI officers meet regularly with the corporals of both the Traffic and RAPID teams, as well as with the supervising sergeant. Together, they selected the locations that would most benefit from holding a checkpoint to address high crash areas as well as specifically areas where high numbers of DWI-related crashes are seen with frequency.

4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit?

We use interview opportunities and press releases to the media to regularly report on enforcement efforts, particularly checkpoints. Also, the DWI officers present information to our Citizens Police Academy regarding their work enforcing drinking and driving laws. The officers are also occasionally asked to speak at a business to help employees recognize alcohol/drug impairment and use.

5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.)

Local media are often present during DWI checkpoints. There are frequent interview opportunities (television and radio in particular) utilized to inform the public about DWI events and efforts.

6. What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?

Both officers completed DRE school at the MSHP Academy last fall.

7. Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.

There were no personnel changes this grant year.

8. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain.

Our two full-time DWI officers are dedicated to DWI enforcement their entire 40-hour shifts. These officers may elect to work other types of overtime details not related to DWI enforcement. They may be subject to an emergency call during their shift to assist other officers (in the case of a robbery in progress, assault in progress, etc.)

Starting May 22nd, Officer Howard and Officer Nielson stopped all DWI enforcement and were assigned to a number of tasks due to the tornado. First, both officers were assigned to search and rescue, then to search and recovery. Then, the officers were assigned back to working the road but were assigned to different divisions. Officer Nielson was assigned to Patrol and Officer Howard was assigned to Traffic. Both officers returned to normal DWI function on about June 21st.

9. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

Officer Nielson's patrol car was damaged in a pursuit with an intoxicated driver. The patrol car was repaired.

10. At the meeting in January 2011 each unit was informed they must host or assist at six sobriety checkpoints this fiscal year (ending September 2011) and twelve beginning October 2011. Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.

Joplin	12/17/10
Jasper County	04/02/11
Oronogo	06/18/11
Lamar	06/25/11
Carterville	07/22/11
Oronogo	08/13/11
Lawrence County	08/20/11

Carthage	09/03/11
Duquesne	09/16/11
Joplin	09/30/11

11. Please list each officer/deputy individually and the number of DWI arrests they had during the grant year.

Shelby Howard--146
Joe Nielson--135

12. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

Please send to Chris Luebbert by 11/18/2011:

Email: Christopher.Luebbert@modot.mo.gov

Fax: (573) 634-5977

Mail: 2211 St. Mary's Blvd
Jefferson City, MO 65109

PROJECT TITLE:

Full-Time DWI/Traffic Unit

PROJECT NUMBER:

11-154-AL-45

PROGRAM AREA:

AL

JURISDICTION SIZE:

129,098

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Boone County Sheriff's Dept.

AGENCY CONTACT:

Sgt. Brian Leer

PROJECT DESCRIPTION:

Project Description will be captured in the Supplemental Information section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2006-2008 period, 489,219 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured. During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured.

GOALS AND OBJECTIVES:**Goal:**

2% decrease in alcohol and other drug related fatalities and disabling injuries in comparison to the previous 3-year total (2006-2008 = 4,713)

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics Report and Boone County DWI Unit Annual Report.

FUNDING:

154 AL / 20.607: 50,532.26

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2011
Agency:	Boone County Sheriff's Dept.		
Project:	Full-Time DWI/Traffic Unit	Project Number:	11-154-AL-45

Enforcement Period Start Date:	10/1/2010	Enforcement Period End Date:	9/30/2011
Enforcement Activity:	SUMMARY		
DWI Arrests:	175	Warnings	
Following too Close:	1	Warn Following Too Close:	11
Stop Sign Violation:	2	Warn Stop Sign:	20
Signal Light Violation:	7	Warn Signal Light Violation:	5
Fail to Yield:	4	Warn Fail To Yield:	5
C & I Driving:	21	Warn C & I Driving:	6
Speeding:	304	Warn Speeding:	280
Other HMV:	40	Warn Other HMV:	397
Total HMV	554	Total HMV Warnings	724
Shaded areas are not included in totals.		Warn Seat Belt	0
Seat Belt:	35	Warn Child Restraint:	0
Child Restraint:	5	Warn MIP Violations:	0
MIP Violations:	44	Warn Open Container:	0
Open Container:	0	Warn Zero Tolerance:	0
Zero Tolerance:	5	Warn Fake ID:	0
Fake ID:	0	Warn Other Liquor Law:	0
Other Liquor Law:	0	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	57	Warn No Operator's License	
Uninsured Motorist:	44	Warn Uninsured Motorist:	0
Felony Arrests:	20	Warn Other NON-HMV Violations:	381
Drug Arrests:	19	Total NON-HMV (Warnings)	381
Stolen Vehicles Recovered:	0	Total Violations (Warnings)	1,105
Fugitives Apprehended:	29		
Other Non-HMV Violations:	146	Youth Alcohol Only	
Total Non-HMV	287	Party Calls:	0
Total Violations (Citations)	841	Disturbances:	0
		Compliance checks:	0
		Number of Contacts:	

Program: TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year: 2011	
Agency: Boone County Sheriff's Dept.			
Project: Full-Time DWI/Traffic Unit		Project Number: 11-154-AL-45	

Number of Vehicle Stops: 1,433 Number of Hours: 4,164 Enforcement Cost: Number of Sobriety Checkpoints: 8 BAC Given: 176 Refused: 28 Field Tested SFST: 330 Blood Draws: DWI Arrests Ages: <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">16-20</td> <td style="text-align: center;">21-29</td> <td style="text-align: center;">30-39</td> <td style="text-align: center;">40-50</td> <td style="text-align: center;">50+</td> </tr> <tr> <td style="text-align: center;">31</td> <td style="text-align: center;">77</td> <td style="text-align: center;">41</td> <td style="text-align: center;">19</td> <td style="text-align: center;">7</td> </tr> </table>	16-20	21-29	30-39	40-50	50+	31	77	41	19	7	DRE Use only DUI - Drug Arrests: 84 Drug Influence Evaluation: 16
16-20	21-29	30-39	40-50	50+							
31	77	41	19	7							

Media Coverage:

☐ Radio
☐ TV
☐ News Releases
☐ Press Conference
☐ Web Site
☐ Print Media

Other:

Location, activity or comments:

Performance Stops Per Hour: Cost Per Citation: Cost Per Stop:	Full Time Grant-Funded Units Hours on Enforcement: Hours in Court: Hours in Training: Hours on Leave: Hours in Outreach: Other Hours: Total Hours:
---	---

Reporting Officer's Name:

Full-Time DWI/Traffic Unit FY2011 Annual Report

Law enforcement agencies with full-time DWI or Traffic Units are required to complete and send an annual report for Fiscal Year 2011 (October 2010 – September 30, 2011). Please provide information to the following questions and return to Chris Luebbert by November 18, 2011.

1. What roadways did your agency focus the enforcement details?

Boone County has a significant population and many highly traveled roadways, so crashes (both impaired driver and non impaired driver involved crashes) occur all around the county; therefore, the focus of the Boone County Sheriff's Department's Traffic Enforcement Unit (including the 2 positions funded by MoDOT grant) is county-wide. The entire Traffic Enforcement Unit conducts enforcement on county roadways (mainly roadways with higher traffic volume or traffic problems), state maintained roadways and areas in and around the edges of the City of Columbia.

During the late night and early morning hours, a large number of impaired drivers leave locations within the city limits of Columbia and many of them are traveling to locations around the edges of Columbia and out into the unincorporated portions of the county. Based on that fact and the fact the traffic volume is higher in and around the City of Columbia, Deputy Winchester and Deputy Paul (the two deputies that were grant funded for the grant year) spent a large amount of their time focusing their enforcement efforts on highly traveled roadways in and around the edges of Columbia. .

2. What schedule did your officers/deputies work (time of day and day of week)?

The Boone County Sheriff's Department's Traffic Enforcement Unit included two grant funded deputies for the 2010 – 2011 grant year:

Deputy Robert Paul (50% Grant Funded) –
Rotating days off – 6 PM to 4 AM

Deputy Mark Winchester (50% Grant Funded) –
Rotating days off – 8 PM to 6 AM

3. How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes?

The Boone County Sheriff's Department's Traffic Enforcement Unit maintains an excel spreadsheet, which contains the location and details of all of the crashes investigated by our agency. The spreadsheet is maintained in a folder accessible to all members of the Traffic Enforcement Unit. We do not have formal meetings about locations or activities planned (excluding briefings for Sobriety Checkpoints, DWI Saturations, Safety Checkpoints, or Operation Slowdowns); however, we communicate between ourselves about where we wish to conduct our DWI enforcement efforts, DWI Saturations, Sobriety Checkpoints, Safety Checkpoints and our Operation Slowdowns. These communications involve input from all members about locations/areas known to have impaired drivers, hazardous driving, and motor vehicle crashes. We have started maintaining another Excel Spreadsheet to keep track of citizens' traffic complaints. Finally, we also communicate within the unit as we justify our enforcement details with statistics from prior arrests and crash data.

4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit?

Members of the Traffic Enforcement Unit have spoken to MADD Victim Impact Panels. We assisted with docudrama mock DWI crashes at two high schools throughout the grant year. We also often do interviews with the media about our enforcement efforts. We make the BATVAN available to education type events such as "Big Truck Night" or other events as requested.

5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.)

We sent out media releases to the local media to announce our efforts during the holiday enforcement campaigns, prior to sobriety checkpoints and prior to our safety checkpoints. We also sent out media releases to the local media after several of our enforcement details. We are open to allowing the media to attend sobriety checkpoint briefings, sobriety checkpoints and to ride along with deputies. Sgt. Leer and Deputy Antimi have also participated in several interviews (both on and off camera).

6. What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?

Robert Robert Paul:

- DRE-- October 11-24, 2010
- LIDAR Operator-- November 16, 2010
- TASER-- February 23, 2011
- Informant Development and Handling-- March 3, 2011
- Proactive DWI Enforcement-- March 24, 2011
- Low Manpower Checkpoint-- April 13, 2011
- Sobriety Checkpoint Supervisor-- April 15, 2011
- Crime Scene Photography-- April 27, 2011
- Missouri Motor Vehicle Law-- May 2, 2011
- Missouri Liquor Law Review-- May 3, 2011
- Intro to CIT and In-Custody Death Prevention-- May 19, 2011
- DWI/Traffic Safety Conference and DRE Recertification Training-- June 8-10, 2011
- Technology Search Warrant and Electronic Evidence-- July 21, 2011
- Crime Scene Diagramming-- July 27, 2011
- Highway Drug Investigations for Patrol-- September 12-16, 2011

Deputy Mark Winchester:

- Low Light Firearms Qualifications -- October 25, 2010
- DRE Instructor -- February and March 2011
- Intro to CIT and In-Custody Death Prevention -- May 19, 2011
- DWI Conference -- June 8-10, 2011
- LETSAC -- July 11-15, 2011
- Technology Search Warrant and Electronic Evidence -- July 21, 2011

7. Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.

During the 2010-2011 grant year, there were no changes to personnel working in the Traffic Unit.

8. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain.

Deputy Robert Paul:

- Assisted patrol division with calls for service – Average of 1-6 hours per month
- Evidence Technician
 - On average 10 hours or less per month spent with these duties
 - In December of 2010 worked approx. 36 hours on homicide case
 - In January 2011 – Worked approx. 7 hours on homicide case
- Planned and operated an Information Checkpoint for a homicide investigation in May 2011 - 6.25 hours
- Parade Detail – June 2011 - 1.5 hours

Deputy Mark Winchester:

- Background Investigator for potential new hires - Average 2 hrs/mo.
- Type II Duties - Average 1 hr/mo.
- Training/Assignments –
 - Mark is a Type II and DRE Instructor, so he taught related classes
 - Average approx. 5 hrs/mo. (Estimated Average)

9. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

To my knowledge, no other equipment purchased with Highway Safety Grant Funds has been damaged or replaced during the 2010-2011 grant year.

10. At the meeting in January 2011 each unit was informed they must host or assist at six sobriety checkpoints this fiscal year (ending September 2011) and twelve beginning October 2011. Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.

October 30, 2010 - BCSD Checkpoint - Highway 763 / Brown School Rd
December 8, 2010 - BCSD Checkpoint - Highway WW / Rolling Hills Rd
March 5, 2011 - BCSD Checkpoint - St. Charles Rd / Lake of the Woods Rd
April 13, 2011 - BCSD Checkpoint - 1300 Blk Prathersville Rd.
April 15, 2011 - Hallsville Checkpoint - Route B / Highway 124
May 5, 2011 - BCSD Checkpoint - Obermiller Rd. / Roemer Rd.
July 8, 2011 - BCSD Checkpoint - Highway 763 / Smiley Ln.
September 15, 2011 - MUPD Checkpoint - Kentucky Blvd
September 16, 2011 - Hallsville Checkpoint - Route B / Highway 124

11. Please list each officer/deputy individually and the number of DWI arrests they had during the grant year.

Mark Winchester - 140

Robert Paul - 46

12. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

Nothing that I can think of at this time.

Please send to Chris Luebbert by 11/18/2011:

Email: Christopher.Luebbert@modot.mo.gov

Fax: (573) 634-5977

Mail: 2211 St. Mary's Blvd
Jefferson City, MO 65109

PROJECT TITLE:

Alcohol Safety Awareness & Prevention

PROJECT NUMBER:

11-154-AL-2

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Carrie Wolken

PROJECT DESCRIPTION:

Work with local law enforcement to reduce underage drinking and the sale of alcohol to minors.

PROBLEM IDENTIFICATION:

In previous years, Traffic and Highway Safety provided funding to the MO Division of Alcohol and Tobacco Control (ATC) to conduct projects aimed at reducing underage drinking and the sale of alcohol to minors. In 2010, the ATC workforce was drastically reduced eliminating the officers assigned to the underage alcohol awareness issues. In order to compensate for this void, Traffic and Highway Safety is requesting funding to be distributed to local law enforcement agencies to perform the tasks that ATC will no longer have the manpower to perform. These tasks include, but are not limited to, compliance checks, Badges in Business programs and party patrols (JETS).

GOALS AND OBJECTIVES:

Reduction of underage drinking and the sale of alcohol to minors.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Funding was used to create new underage drinking awareness advertisements by True Media. Posters, webpages and billboards were used to display the messages. The advertisement series was titled "Zero Chances. Zero Tolerance" in an effort to remind teens and young adults of the Zero Tolerance law.

FUNDING:

154 AL / 20.607: 125,000.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Reduction of Underage Drinking & Driving

PROJECT NUMBER:

11-K8-03-55

PROGRAM AREA:

03

JURISDICTION SIZE:

0

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

Youth

AGENCY NAME:

St. Charles School District

AGENCY CONTACT:

Ms. Valerie Poindexter

PROJECT DESCRIPTION:

This project involves a partnership which consists of St. Charles youth attending St. Charles High School and St. Charles West High School, School Resource Officers, the National Association of Peer Programs (NAPPP) (501c3), and Psychological Network, Inc.

The vision of the project is that "St. Charles, Missouri, youth attending St. Charles High School and St. Charles West will drive vehicles safely, thus reducing traffic crashes and fatalities in an urban setting." We seek to reduce underage drinking and driving and distracted driving, as well as increase seatbelt compliance by youth through educational programming.

In order to effectively educate the population and reinforce traffic safety measures, partnerships must be formed between traditional and non-traditional groups, involving young people in proactive activities and positively influencing their behavior.

We feel that the positive effects of this collaboration will:

- Create a link between NAPPP and local peer programs.
- Create a link between school resource officers and peer leader participants.
- Create a link between drivers' education teachers and the peer helping programs.
- Psychological Network, Inc. collaboration with the project
- Increase the number of peer program opportunities that focus on zero tolerance, seat belt usage, underage drinking prevention, and distracted driving.
- Collaboration builds an awareness of interdependence, which is the highest stage of development, dependence, independence and interdependence. When people recognize the benefits of helping one another and realize it is expected, they will work together to achieve common goals. The effort of collaborating is non-threatening.
- When people work together to achieve common goals, they stimulate each other to higher levels of accomplishment. Fresh ideas are generated and tested, and the team's productivity exceeds the efforts of persons working individually.
- Collaboration builds on and reinforces recognition and mutual support within a team. People have an opportunity to see the effect of their efforts and the efforts of others on achievement.
- Collaboration leads to commitment to support and accomplish organizational goals. People gain personal power in the form of confidence when they know others share their view and are acting in conjunction with them.

Professional staff members of St. Charles High and St. Charles West, School Resource Officers and Dr. Judy Tindall, representative of NAPPP will plan activities, develop curriculum, organize the student training and evaluate the program. Training materials will be developed to accomplish the goals. Handouts and curriculum for the peer helpers will be developed. Peer Helpers will attend a two-day retreat to learn the skills needed to deliver safety messages. This retreat will take place during the fall of 2010. School staff and Dr. Tindall will train the students. An evaluation will be conducted. The classroom presentations will be presented at St. Charles West and St. Charles High by the Peer Helpers during the Spring of 2011. An evaluation will be conducted. Follow-up training will also be provided to the Peer Helpers on Crisis Management. An overall evaluation will take place in the Spring of 2011.

Success will be measured by a Pre and Post Questionnaire for Peer Helpers. Pre and Post Questionnaires will also be given to the target population (classes at St. Charles West and St. Charles High), 250 pledge cards signed at each school for the use of seat belts, not drinking and driving, and to focus on driving.

PROBLEM IDENTIFICATION:

In America, motor vehicle crashes are the leading cause of death among young people ages 6-26. In 2007, Missouri had a total of 166,052 traffic crashes, in which a total of 992 persons died and one person was killed every 8.8 hours. A total of 60,000 persons were injured and one person was injured every 8.8 minutes.

Speed was found to be a significant contributing factor in Missouri's traffic crash experience, especially as it relates to crashes involving death and injury. According to the 2007 Missouri Traffic Safety Compendium, of all 2007 Missouri traffic crashes, 19.1% were speed related; of all fatal crashes, 41.4% were speed related. Alcohol involvement was also a significant contributing factor in Missouri's serious traffic crash experience in 2007. In 4.8% of the crashes, alcohol was involved; however, of all fatal crashes, 25.3% involved a drinking driver. A total of 243 persons were killed and 4,889 were injured in these crashes resulting in one person being killed or injured in drinking-involved crashes every 1.7 hours.

Drivers of motorized vehicles under the age of 21 were involved in a large number of crashes in the State of Missouri. Of all 2007 traffic crashes, 27.7% involved one or more drivers under the age of 21. Of all fatal crashes, 19.0% involved a young driver. Their involvement becomes even more significant when it is recognized that drivers under 21 made up only 11.2% of all Missouri licensed drivers. A total of 185 persons were killed and 17,247 were injured in traffic crashes involving young drivers. In 2007, one person was killed or injured in a young driver involved traffic crash every 30.2 minutes. In 46.7% of the fatal traffic crashes, a young driver was either exceeding the speed limit or driving too fast for conditions which contributed to the cause of the crash. In 18.6% of these fatal crashes, the young driver's drinking condition contributed to the cause of the crash, even though all were under the minimum legal drinking age and not legally permitted to purchase alcohol. The City of St. Charles Police Department's records indicate that from January 1, 2007, to November 17, 2008, there were 261 young people between the ages of 16-20 arrested for DWI.

Young males continue to outnumber young females by a wide margin for both alcohol and non-alcohol-related fatalities. The 2007 Missouri Traffic Safety Compendium reveals that 70.5% of all fatal crashes involved young male drivers.

Clearly, seat belt use saves lives. While buckling up is important for all ages, it is especially crucial for teenagers due to their high crash rate. In recent years, seat belt use has improved, but it's still lower for teenagers than for any other age group. Two-thirds of teen drivers and passengers killed in crashes were not wearing seat belts. By comparison, 48% of drivers and passengers ages 35 and up killed in crashes were not buckled up. In the last three years, 483 or 80% of the 11-20 year olds killed in Missouri traffic crashes were not wearing seat belts. Only 6% of Missouri teens wear seat belts.

In 2005, 12.5% of high school males said they rarely or never wore a seat belt when passengers, compared to 7.8% of high school females. Male teens continue to lag behind female teens in seat belt use.

Distracted driving has been a major factor in traffic crashes. Talking on cell phones, text messaging while driving, high occupancy, loud music, putting on makeup, shaving, lighting cigarettes, drinking hot beverages, looking for an address, high stress levels in the drivers, worry, and anger have all contributed to diverting the drivers' attention away from the road and causing crashes.

According to recent surveys, more than half of American drivers have driven while drowsy, and 20% to 30% have fallen asleep at the wheel. NHTSA conservatively estimates that 1,000,000 crashes each year are caused by sleepy drivers, resulting in more than 1,550 deaths and 71,000 injuries.

GOALS AND OBJECTIVES:

Goals:

- Continue training youth in peer assistance programs at St. Charles High School and St. Charles West to deliver classroom presentations on underage drinking and driving and driving distraction.
- Train adult professionals in how to begin, enhance, and expand peer programs to include highway traffic safety in their peer programs.
- Train youth on creating activities in their schools that focus on seatbelt usage and compliance with state and federal laws.
- Train youth in listening to other youth in time of crisis.
- Students trained in the peer resource program will deliver the activities to their peers.
- The target population will commit to not drink and drive and to use seat belts.
- Evaluate the program through both process and impact evaluation.

The target population will be the Peer Helpers classes. These leaders will also deliver lessons to other classrooms.

School Resource Officers in each building will assist the Peer Helpers with their projects.

Objectives:

1. The adult staff will receive training in order to set up programs for Zero Tolerance for underage drinking and driving.
2. The Peer Helpers from the Peer Resource Programs will:
 - Know about the Zero Tolerance Law
 - Know about underage drinking and driving
 - Know about the limits of Blood Alcohol Concentration
 - Know the consequences of drinking and driving
 - Know that drinking and driving is risky
 - Know the effects of drug use on driving
 - Know the importance of wearing a seatbelt
 - Know about distracted driving
 - Commit to not drink and drive in the future
 - Make a commitment to use seat belts
 - Involve their parents in the project
 - Learn how to deliver classroom lessons
 - Learn how to manage safety projects
 - Learn how to work with others in crisis
3. The youth at St. Charles High School and St. Charles West who receive these lessons and activities will:
 - Know about the Zero Tolerance Law
 - Know about underage drinking and driving
 - Know about the limits of Blood Alcohol Concentration
 - Know the consequences of drinking and driving
 - Know that drinking and driving is risky
 - Know the effects of drug use on driving
 - Know about distracted driving

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

- Pre and post questionnaires for the Peer Helpers.

- Pre and post questionnaires for the target population (classes at St. Charles High School and St. Charles West).
- 250 pledge cards signed at St. Charles High School for seat belt usage and 250pledge cards signed at St. Charles West High School.
- Pledge cards will include seat belt usage, not drinking and driving, and to focus on driving.
- Process evaluation of project activities.
- Students will be trained in crisis management.

RESULTS:

The project far exceeded the goal (100 per school) by successfully reaching 1048 peers within the City of St. Charles School District (840 at St. Charles High School and 208 at St. Charles West High School.)

An evaluation of the outcomes of Zero Tolerance for Underage Drinking and Driving was conducted in order to document and describe the process and to estimate the impact of the information presented by the peer leaders and a sample of the peers who received the information from peer leaders in their schools. Interviews of student leaders regarding their activities were conducted. Analyses of the themes indicate increased awareness among youth regarding Zero Tolerance; all leaders believe the project had reached its goals. The meaning and importance of having an opportunity to provide leadership was strongly present.

The analyses of pre and post assessment for those attending the retreat were analyzed and the peer leaders gained significant information and skills as a result of the retreat.

Analysis of 203 pre and post test measures of information and knowledge regarding Zero Tolerance and distracted driving indicated that all youth gained significant information about Zero Tolerance and the dangers of distracted driving.

FUNDING:

410 / 20.601: 38,027.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

SMART, CHEERS, and Drive Safe/Drive Smart

PROJECT NUMBER:

11-K8-03-57

PROGRAM AREA:

03

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Mr. Billy Jamison

PROJECT DESCRIPTION:

We propose to address the alcohol and safe driving issues facing college students and the communities they reside in by continuing to implement three programs that have proven successful in creating awareness and behavior change. The unifying theme behind each of the following programs is to educate Missourians, particularly college students, on ways to make responsible decisions regarding alcohol and driving issues. These three programs are: SMART, CHEERS, and Drive Safe. Drive Smart.

Partners in Prevention (PIP) coalition was established through financial support from the Missouri Division of Alcohol and Drug Abuse and the United States Department of Education. PIP is a statewide coalition focused on preventing high-risk drinking among Missouri's college students. The coalition is composed of representatives from 19 of Missouri's institutions of higher education and has been underwritten by grants from the U.S. Department of Education and the Missouri Division of Alcohol and Other Drug Abuse.

Currently, the coalition is mainly funded by the Missouri Division of Alcohol and Drug Abuse. In an effort to create a broad, effective network of prevention advocates, PIP has partnered with several state agencies. PIP works with representatives from the Missouri Department of Alcohol and Tobacco Control, the Missouri Division of Alcohol and Other Drug Abuse, and the Missouri Department of Transportation's Highway Safety Division.

This collaboration is essential for statewide prevention efforts. PIP's mission is to create a campus, city, and state environment that supports responsible decision making in regards to alcohol by the college students who attend the public higher education institutions in the state of Missouri. PIP's focus is on lowering the binge-drinking rate on Missouri college and university campuses. These goals include:

1. To establish an ongoing, supportive, interactive, and cooperative relationship for individuals working on alcohol and other drug abuse issues within the higher education institutions from around the state
2. To facilitate research on alcohol and other drug abuse patterns and resulting consequences for each institution and on a statewide basis
3. To provide ongoing training opportunities for higher education professionals and students on the effective prevention of alcohol and other drug abuse among Missouri college students
4. To effect environmental change on campuses and in the communities
5. To provide guidance for policy refinement

In order to achieve the goals of the program and include policy development and enforcement in the solution to these problems, the Partners in Environmental Change coalition was developed in 2002. This sister coalition to Partners in Prevention empowers law enforcement and judicial officers to create an environment that supports responsible and healthy decision making by the development of laws and policies, education about these standards, and enforcement of the laws and policies developed. After a student is educated about any health topic, such as driving behaviors, it is important that the environment (college or community) where that student resides supports healthy choices. In a sense, the Partners in Prevention coalition represents the backbone of these efforts.

Since its inception in 1999, the Partners in Prevention coalition has forged partnerships to create training opportunities and resource development with agencies and organizations as the Missouri Division of Alcohol and Drug Abuse, the Missouri Department of Transportation's Highway Safety Division, the Missouri Department of Health and Senior Services, and the

Missouri Division of Alcohol and Tobacco Control. Other training partners include ACT Missouri, Missouri's Youth Adult Alliance, the National Guard, the Law Enforcement Training Institute, the Office of Juvenile Justice and Delinquency Prevention, Regional Community Policing Institute-Missouri Western State College, the National Highway Traffic Safety Administration Regional Office-Kansas City, the University of Missouri-Columbia Truman School of Public Affairs, the Missouri Highway Patrol, the Missouri Water Patrol, and the Pacific Institute for Research and Evaluation. In the last six years, Partners in Prevention has expanded their focus to include issues such as underage drinking, law enforcement, community coalitions, and tobacco. In the past four years, Partners in Prevention has expanded its focus to include a greater emphasis not only on binge drinking, but on traffic safety, specifically drinking and driving and serving of intoxicated patrons. The need exists to continue this commitment and partnership.

In order to address the serious problems of impaired driving and binge, or high-risk, drinking, Missouri's statewide prevention coalition, Partners in Prevention, will be enhanced through financial support from the Missouri Department of Transportation's Highway Safety Division. Financial support for the annual statewide prevention conference, Meeting of the Minds, training and tools for year-long programming at each of the nineteen Partners in Prevention institutions, and financial support for continued implementation of a statewide safe driving campaign called Drive Safe. Drive Smart. is needed.

The Partners in Environmental Change consortium is a strong coalition of the law enforcement and judicial officers from PIP campuses and the surrounding communities. These agents can work to enforce laws related to safe driving behaviors and reinforce the need for students and community members to buckle up, drive without distraction, and refrain from driving after drinking any amount of alcohol. Through educational and enforcement checkpoint operations, campus and community law enforcement will become part of the solution.

SMART is an online responsible beverage service training program that addresses the topics of proper identification and sales and service to intoxicated individuals. The program is effective in that each operating module is very visual and interactive, presenting information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites for participants to gain further knowledge on the subjects. Self-help and review activities and exercises provide practice and the opportunity to retake quizzes until successful and include hints and tips to facilitate the learning process. Content is presented in small, incremental steps that gradually develop towards more and more complex scenarios.

CHEERS was designed as a rewards program to increase the number of designated drivers throughout the state of Missouri. For 24 years, CHEERS has worked toward educating college students in Missouri about the importance of using a designated driver who has had nothing to drink through programs and educational information. As an environmental approach to reducing irresponsible drinking and the number of impaired drivers, bars, restaurants and nightclubs participating in CHEERS provide free non-alcoholic beverages to designated drivers. This serves as an incentive for those being responsible for the safety of their friends and community, and reiterates in the community that drinking and driving is unacceptable.

The CHEERS program is present on 25 individual campus or community chapters across the state and has over 300 establishments participating. SMART and CHEERS work together to cross promote each other in the bar and restaurant community.

Drive Safe. Drive Smart. was created in 2005 to expand the safe driving message beyond impaired driving to the campuses involved in Partners in Prevention. In addition to impaired driving, DSDS also addresses distracted, drowsy, and aggressive driving, speeding, and safety belt use. Through a poster and programmatic campaign, college students across the state have been exposed to important messages and information about a broader range of safe driving. Initially available at 12 campuses, DSDS has now expanded to seven additional campuses across the state.

DSDS has a strong emphasis on improving the safety belt usage rates on each campus. To monitor this, a question on safety belt usage is included on the Missouri College Health Behavior Survey about usage, and there is also an in-person survey conducted by the Missouri Safety Center on each participating PIP campus which helps determine the winner of the college safety belt competition, Battle of the Belts.

PROBLEM IDENTIFICATION:

During the 2008-2009 academic year, almost 34% of college students at Missouri public institutions of higher education consumed five or more drinks in a two-hour period, otherwise known as binge or high risk drinking (see Appendix A). It is estimated that 600,000 students between the ages of 18-24 are unintentionally injured under the influence of alcohol each year (Hingson, Heeren, and Zakocs, 2005). Almost half of all college students nationwide binge drink (defined as five or more drinks at one sitting for men, four or more drinks for women) according to the Harvard School of Public Health (2002) and the Core Institute (2001). Students who binge drink are more likely to damage property, have trouble with authorities, suffer academically, have hangovers, and drive while intoxicated (Wechsler, 2002). Thirty percent of all students (46.8% of drinkers) at Missouri's colleges and universities reported driving under the influence of alcohol or other drugs within the past year (Appendix A).

Recent research indicates that about one-third of college students drink for the purpose of getting drunk. According to the United States Office of Substance Abuse Prevention (OSAP), it is estimated that between 240,000 and 360,000 of today's college students will eventually die of alcohol-related causes. Sixteen years ago, students spent \$5.5 billion each year on alcohol, which is approximately one third of a college student's discretionary money, and that number continues to increase (Center on Addiction and Substance Abuse, CASA, 1994). It is estimated that 40% of academic problems, 29% of drop outs, 80% of vandalism, 90% of Greek hazing deaths, and 90% of date rapes are related to alcohol or other drugs (CASA, 1994). Over 1,700 college students' ages 18-24 die from alcohol-related injuries, including motor vehicle crashes, each year (Hingson et al, 2005).

In 2008, one person was killed or injured in drinking-related traffic crashes every 1.8 hours in the State of Missouri. Motor vehicle crashes in the state cost Missourians over \$3.18 billion in economic loss in 2008 (Missouri Traffic Safety Compendium, 2008). The primary cause of death for persons between the ages of 1 and 34 is traffic accidents, and alcohol consumption has been found to be a leading contributor to those accidents (Hingson, 1993; MADD, 1997). Missouri had a 16.1% increase in fatal drinking-related traffic crashes from 2004 to 2005, and though that number decreased 5.1% in 2006, and 2.2% in 2007, it went up again in 2008 by 4.9% (Missouri Traffic Safety compendiums, 2005-2008). The average alcohol-related crash costs the public an estimated 3.3 million dollars in various costs (Pacific Institute for Research and Evaluation, 2002).

The proportion of traffic statistics specifically involving Missouri youth is extremely alarming. Individuals under the age of 21 were involved in 26.8% of all the 2008 traffic crashes in Missouri and 19% of all fatal traffic crashes. Also in 2008, a person was killed or injured in young driver-related traffic crashes every 33.5 minutes in Missouri. Over thirty percent of these crashes took place on Friday and Saturday. That same year, in 51.9% of the young driver related fatal traffic crashes, the driver was either exceeding the speed limit or driving too fast for conditions, which contributed to the cause of the crash. In 18.4% of these fatal crashes, the young driver's drinking condition contributed to the cause of the crash. Unfortunately this number is up approximately 3% from 2006. In addition, young drivers accounted for 167 fatalities in motorized vehicles and 9,965 personal injuries (Missouri Traffic Safety Compendium, 2008). Both of these figures show significant improvements (down 5.4% and 9.4%, respectively) compared to 2007.

College students' behavior is shaped by their environment, so if behavior is to change, environment must change. High risk drinking exists largely because college students live in an environment that promotes such behavior. According to Dr. William DeJong, of the United States Department of Education's Higher Education Center on Alcohol, Drugs and Violence Prevention in Higher Education, there are five primary factors that contribute to the formation of this environment:

1. The widespread belief that high risk drinking is normative
2. Alcohol is abundantly available and inexpensive
3. Liquor outlets use aggressive promotions
4. Laws and policies are not consistently enforced
5. Students have a great deal of unstructured free time

Colleges and universities need to use multiple strategies focused on creating an environment that encourages and supports students to make good choices about alcohol and proactively addressing the above-mentioned factors. When colleges work with their surrounding communities to decrease alcohol-related problems, both benefit. As was recommended in the Higher Education Center for Alcohol and Other Drug Prevention publication "Be Vocal, Be Visible, Be Visionary," environmental management is a vitally important strategy in effective alcohol abuse prevention. Environmental management encourages college officials to work to change the campus and community environment through an integrated combination of programs, policies, and public education campaigns.

Over the years, prevention professionals have attempted to decrease the abuse of alcohol and other drugs by focusing on changing students' behavior by teaching them how to make responsible decisions. This approach is a good start, but it is insufficient in isolation. No matter how well a student is educated to make a responsible decision, if the environment around him/her includes easy access to alcohol and few consequences to drinking alcohol, then how can we hope to have students make good decisions about alcohol? "College officials cannot expect students to say 'no' to binge drinking and other drugs use when their environment tells them 'yes'" (Environmental Management, Higher Education Center for Alcohol and Other Drug Prevention, 1998).

Addressing environmental influences on student alcohol-related behavior is no quick fix, and as a long-term strategy it demands permanent infrastructure to be effective. Environmental strategies demand that prevention efforts move beyond the campus into the broader community. By working with local bar and restaurant owners, colleges can work to curb alcohol availability and access to students who are underage or intoxicated.

The city environment plays a role in binge drinking. According to Taking up Binge Drinking in College: The Influences of Person, Social Group, and Environment, a study by the Harvard School of Public Health, college students "who reported that they were exposed to wet environments were more likely to engage in binge drinking than were their peers without similar

exposures" (CAS, 2003). In this case, a "wet" environment refers to any place where drinking is an accepted part of the culture and alcohol prices are low.

The Higher Education Center wrote in their 1997 bulletin entitled *Binge Drinking on Campus: Results of a National Study*, "The best on-campus policies cannot succeed if off-campus retail outlets continue to serve alcohol to underage or intoxicated students. Efforts need to be made to reach out to local officials to invite their participation in developing a comprehensive and community-wide approach to this problem."

Decreasing the number of underage drinkers and intoxicated individuals being served alcohol is crucial in making our communities safer. Serving alcohol safely benefits each member of the community and should be of mutual interest to all. Customers benefit from being patrons of a safer environment because it enhances a positive social outing. Bar and restaurant owners benefit by decreasing their liability and improving their business by creating a social climate that attracts customers. Colleges and universities benefit by helping to protect the safety and well-being of their students. Communities benefit from reducing alcohol-related problems.

One of the most important ways to create and enhance safe environments is to train the servers and sellers of alcohol on how to serve it in a safe, responsible and legal manner. Considerable research demonstrates that a well-implemented, responsible beverage service program can be effective in reducing the sale of alcohol to intoxicated persons and in preventing impaired driving (Pacific Institute for Research and Evaluation, 1999).

While impaired driving is the nation's most frequently committed violent crime (MADD, 1996), it is not the only issue affecting the safety of our roadways. In addition to drinking and driving issues, distracted driving, such as talking on cellular phones, lighting cigarettes or other tobacco products, or reaching for items in the vehicle can lead to traffic crashes, many of which have tragic and fatal outcomes.

According to Donna Glassbrenner with the National Highway Traffic Safety Administration research, wireless or cellular phones are the most common potentially distracting devices owned by drivers, and driver cell phone use has been increasing in recent years. In 2005, cell phone use increased by 2% among both female drivers (6% in 2004 to 8% in 2005), and drivers ages 16-24 (8% in 2004 to 10% in 2005) (Glassbrenner, 2005).

In the findings of the 2002 National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, cell phone and other distracters use can increase a driver's probability of crash involvement. Drivers under age 30 are more likely to have been involved in such a crash, with .3% of all drivers this age having been in a crash attributed the crash to the use of a wireless phone. According to the Harvard Center of Risk Analysis, cell phone use contributes to an estimated 6 percent of all crashes, which equates 636,000 crashes, 330,000 injuries, 12,000 serious injuries and 2,600 deaths each year.

Unfortunately, youth drivers make up a disproportionately large number of the drivers in distracted driving crashes. Approximately 985,000 drivers under age 21 were involved in a distracted-driving crash. This is 13% of all drivers involved in a crash, yet youth drivers make up just 6% of the driving population. Similarly, about 1.7 million drivers in their 20s had a distracted-related crash. Young drivers account for 23% of the involved drivers in this crash type, but just 13% of the driving population overall (National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, 2002). Comparing this information with NHTSA's research indicating increases in young driver cell phone use, we fear these statistics will only get worse.

The Missouri Traffic Safety Compendium lists seat belt usage by drivers and passengers as one of the best ways to prevent death and personal injury. A driver in a Missouri 2008 traffic crash had a 1 in 3 chance of being injured and a 1 in 29 chance of being killed in traffic crashes if they were not wearing their seatbelt. According to the 2008 compendium, approximately 6.5% of college-age students (15-25 years) who were involved in traffic crashes were not wearing their seat belts. In addition, 35.8% of those drivers involved in Missouri traffic crashes who were intoxicated (drinking alcohol) were not wearing their seat belts.

Clearly, the issues of distracted driving, driving while intoxicated, and seat belt use are significant issues for the college students of Missouri. Partners in Prevention, through its network of state colleges and universities, would like to continue to address these issues in order to assist in creating safer roads for all Missourians through the development of a training program, educational campaigns, and a statewide social norming print media campaign.

GOALS AND OBJECTIVES:

GOAL 1: SMART

Continue implementation of an online Responsible Beverage Server Training program called SMART (State of Missouri Alcohol Responsibility Training) that will help increase the skills, knowledge, and awareness of individuals engaged in the sale and/or service of alcohol in the bars, restaurants and liquor stores in Missouri, thus reducing alcohol-related problems occurring at the point of sale.

Target Population

Owners, managers, and employees at all "retail by the drink" establishments and off-premise liquor license holders in the

state of Missouri are targeted as potential participants in the SMART program.

Outcomes

1. Decrease illegal alcohol sales to minors in bars, restaurants and liquor stores in Missouri
2. Increase the number of alcohol servers and sellers that have successfully passed the server training program
3. Decrease the number of people being over-served alcohol in bars, restaurants and liquor stores in Missouri
4. Decrease the harms associated with the abuse of alcohol in Missouri

Objective 1

Assist sellers and servers of alcoholic beverages in reducing alcohol-related problems in their bars, restaurants and liquor stores

Strategies

1. Increase the servers/sellers knowledge and awareness of state and local alcohol laws and policies
2. Increase the servers/sellers knowledge and awareness of the management policies and procedures
3. Increase the incidences and effectiveness of servers/sellers who check the ID of individuals who look to be of questionable age and do not sell or serve alcohol to minors
4. Increase the awareness and understanding of servers and sellers as to the consequences of serving alcohol to an intoxicated customer and thus influencing them to refuse service to that customer

Objective 2

To provide an affordable, time efficient, effective and easily accessible server training program for all server and sellers of alcoholic beverages in Missouri

Strategies

1. Provide an interactive online training with videos, self-checks, and self assessment
2. Provide easily accessible training through the internet 24 hours per day, 7 days per week
3. Provide training free of charge to the server and for the bar/restaurant/liquor store owner
4. Provide feedback upon completion of the SMART program to the trainee, the establishment owner and to Missouri Division of Alcohol and Tobacco Control

Objective 3

To provide a collaborative relationship between the Division of Alcohol and Tobacco Control, Missouri's Partners In Prevention, Missouri Partners In Environmental Change, MoDOT's Division of Highway Safety, the University of Missouri-Columbia's Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association and the bar, restaurant, and off-premise liquor establishment owners in Missouri.

Objective 4

To market the availability of the program to include every bar, restaurant and liquor store in the state

Strategies

1. To continue to meet with, facilitate and utilize feedback from the SMART Advisory Board composed of representatives from the Missouri Division of Alcohol and Tobacco Control, Missouri Partners In Prevention, MoDOT's Division of Highway Safety, the University of Missouri-Columbia's Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association, Missouri Petroleum Marketers & Convenience Store Association (MPCA), and the bar, restaurant, and off-premise liquor establishment owners in the State of Missouri.
2. Continue to work with Missouri's Partners in Prevention (PIP) to ensure effective communications with the bar and restaurant communities in each of the nineteen communities within PIP.
3. Regularly attain updated database of liquor license numbers from the Missouri Division of Alcohol and Tobacco Control and update the SMART database to include any new establishments and remove those who have closed.
4. Continue to work with entities and organizations that work closely with eligible establishments such as Alcohol and Tobacco Control, local coalitions, Missouri Petroleum Marketers & Convenience Store Association (MPCA), Missouri Beer Wholesalers Association, local police departments, county clerks, etc. in an effort to better market the SMART program.

GOAL 2: CHEERS

Continue successful implementation of the CHEERS to the Designated Driver program, whose purpose and mission is to decrease the number of Missouri citizens who drink and drive and to coordinate community-wide designated driver programs throughout Missouri.

Target Population

The state universities and colleges, as well as, community groups are targeted as distribution points for program

development.

Goals and Outcomes

1. Achieve a designated driver rate of 90% by April 2011
2. Increase the awareness of Project CHEERS 5% by April 2011
3. Increase the number of businesses that are a part of Project CHEERS by 25 before April 2011

Objective 1

Distribute materials to chapters on how to create and maintain a designated driver program

Objective 2

Provide each campus with educational materials for use in presentations and resource fairs to encourage students to use a designated driver and to define what it means to be a designated driver

Objective 3

Work with the Partners in Prevention (PIP) coalition on a state-wide impaired driving social-norming media campaign

Objective 4

Contact each of the state public institutions of higher education and many of the private colleges to encourage them to enhance their already existing CHEERS program or to start a new CHEERS program

Strategies

1. Initiate monthly contact with each chapter
2. Create a reward/recognition system to encourage participation

Objective 5

Continue to develop promotions for holidays and special events such as National Drunk Driving Awareness Month (December), Collegiate Alcohol Awareness Week (October), Safe Spring Break (March), Freshman Orientation (Summer), and Project CHEERS Birthday Party (April)

Strategies

1. Create customized posters and business cards listing local CHEERS establishments for each chapter
2. Distribute programming packets to each chapter with information and marketing ideas as well as documents to help recruit establishments and popularize the program among students

Objective 6

Continue to develop Project CHEERS promotional and educational items to be used by participating establishments and campuses

Strategies

1. Create and distribute promotional items for use by the participating establishments to increase visibility and encourage the use of CHEERS
2. Create and distribute items that reward establishments for participating in the CHEERS program
3. Provide a training for CHEERS chapters
4. Provide a brochure to distribute at participating establishments to increase knowledge of program to servers

Objective 7

Continue to work with and through the Partners In Environmental Change coalition in an effort to collaborate closely with law enforcement groups and local coalitions in each of the 19 communities to enforce laws and promote the message to use a designated driver whenever alcohol is being consumed

Objective 8

Serve as a resource to the local chapters on the creation, planning, and implementation of their prevention efforts

Objective 9

Improve the web site for chapter contacts, students and community members to visit that can provide information, statistics on drinking and driving and links to useful local and national information

Objective 10

Continue to market CHEERS with Missouri's state wide server training program, SMART. Both of these programs can be used to increase participation in the other. Establishments that implement CHEERS can be sent information on server training and establishments that use server training can be recruited to utilize CHEERS.

Objective 11

Build closer working relationships with non-college entities

Strategies

1. Work with Alcohol and Tobacco Control to determine communities that would benefit most from a CHEERS chapter
2. Work with the Mid-Missouri chapter of Mothers Against Drunk Driving (MADD) to create community awareness about drunk driving

Objective 12

Continue to utilize the Partners In Prevention (PIP) effort to increase communications with the campuses

Strategies

1. Participate in the monthly PIP meetings
2. Utilize the PIP list serve, newsletter and web page for promoting CHEERS
3. Participate in trainings and conferences

Objective 13

Continue to utilize local campus/community coalitions to gain support for the CHEERS program

Strategies

1. Actively seek the establishment of Project CHEERS through campus/community coalitions
2. Communicate with existing coalitions the importance of their participation and continued support

GOAL 3: Drive Safe. Drive Smart:

Successfully implement the Missouri Partners in Prevention Drive Safe. Drive Smart. program by educating Missouri college students about distracted, aggressive, drowsy, and impaired driving, speeding, and seat belt use.

Target Population

Target population includes prevention professionals, students, and community coalition members at each of the nineteen institutions involved in the Partners in Prevention statewide coalition.

Outcomes

1. An increase in the number of campus/community coalitions throughout the state that are addressing impaired driving and safety (drinking and driving, distracted driving, and seatbelt use) as a primary issue
2. An increase in the skill level of those students and professionals who participate in training opportunities
3. A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the nineteen member campuses
4. A decrease in the number of students driving while intoxicated
5. An increase in the accuracy of students' perception of their peers' drinking and driving and other traffic safety behaviors

Objective 1

To use the established communication network among the public institutions of higher education in Missouri and the Missouri state agencies to create effective strategies for addressing the issues of drinking and driving, distracted driving, and seat belt use

Strategies

1. Use monthly meetings/workshops of professionals and students from each participating institution and state agencies to discuss relevant prevention issues related to drinking and driving, distracted driving, and seat belt use
2. Use the Partners in Prevention web site and list serve for on-going communications of coalition members
3. Include drinking and driving and distracted driving prevention education in "Journeys", the quarterly newsletter of Partners in Prevention as well as information about seat belt safety and other traffic safety issues
4. Support the state conference in the spring of each year through funding for educational workshops and keynote speakers for college professionals and student peer educators

Objective 2

To provide on-going training opportunities for professionals and students that address effective environmental management strategies for:

- Decreasing the abuse of alcohol and other drugs on campus and in the community
- Preventing drinking and driving and distracted driving
- Increasing seatbelt use

Strategies

1. Sustain monthly meetings/workshops for professionals and students from each participating institution and state agency to

discuss and receive strategy-focused trainings about relevant prevention issues such as alcohol availability, alternative alcohol free programming, existence of mixed messages, policy review, traffic safety and social norming

2. Continue collaboration with the National Highway Traffic Safety Administration to receive media training
3. Work to create a peer education group at the University of Missouri which would, among other things, develop peer programs, help put on events, and encourage their peer group (other college students) to engage in safe driving behaviors. They could also serve as a model to start peer groups on other campuses as well.

Objective 3

To facilitate an evaluation effort that includes needs assessments, establishment of baseline data of students' usage patterns and measuring the effectiveness of policy changes and program implementation over the grant period

Strategies

1. Provide the Missouri College Student Health Behavior Survey for each participating campus in order to continually collect baseline data statewide and pre and post testing
2. Provide the Environmental Assessment Instrument created by the US Department of Education for each campus to assess their campus and city environment
3. Provide technical assistance on the evaluation efforts through site visits to each campus as requested

Objective 4

To provide resources that the campuses can access in order to create on-going, creative and effective prevention efforts

Strategies

1. Facilitate idea sharing and collaborative programming possibilities at the monthly meetings
2. Use the Partners in Prevention web site and a list serve to enhance on-going collaborative programming possibilities related to drinking and driving, impaired driving, and seatbelt use
3. Continue to collect baseline data on students at all participating Missouri colleges and universities regarding drinking and driving, distracted driving, and seatbelt use
4. Create resources and other training materials on impaired driving for each of the nineteen member institutions such as posters and brochures on drinking and driving, distracted driving, and seatbelt use
5. Enhance and expand a statewide education and media campaign called "Drive Safe. Drive Smart."
6. Enhance and expand a statewide social norming campaign for college students on distracted driving and seatbelt use, based on data from the spring 2010 Missouri College Student Health Behavior Survey.

Objective 5

To provide resources to campus and community law enforcement agencies to enforce laws and/or provide education to drivers regarding safe driving behaviors

Strategies

1. Provide some funding and support for safety belt and impaired driving checkpoint operations on Missouri's 19 college campuses and in their surrounding communities
2. Publish a brochure about safe driving behaviors and other materials for law enforcement to distribute to students and community persons during the safety checkpoint operations

Objective 6

Implement the 5th Annual Missouri Colleges Battle of the Belts program

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

Evaluation is imperative for measuring the effectiveness of the preceding three programs. Although it is vital to have the assistance of staff and students on the individual campuses to help implement the evaluation, a research assistant is extremely important in coordinating this effort. Most campuses would be unable or unwilling to conduct this research unless they get assistance and consultation from someone with experience in evaluation. The research graduate assistant will help each campus evaluate the effectiveness of the programs in a variety of ways. Funding for twenty hours per week for this position will allow the research assistant to focus entirely on the evaluation of these programs. The research will confirm and strengthen these programs and enhance recruitment of establishments, colleges and communities. The evaluator will be responsible for coordinating the following:

- Utilize the Missouri College Student Health Behavior Survey to measure seat belt usage, distracted driving, CHEERS awareness, and the number of students who drink and drive, allowing the results to be incorporated into the social norming campaign for each individual campus.
- Encourage the use of focus groups in each community to evaluate the use and effectiveness of the CHEERS program
- Have each campus contact person evaluate the usefulness of the promotional material, educational material, and communications networks provided
- Evaluate the CHEERS and SMART programs state-wide in a three-tier process. Add additional questions pertaining to Project CHEERS to gauge students' knowledge of the program ask the local police for assistance with incident data and request the participating establishments give feedback through a mail-out survey
- Evaluate sponsored programs at the annual conference, and at monthly PIP meetings evaluate the effectiveness and usefulness of training on drinking and driving, distracted driving, and seatbelt use
- Request information on the number of customers using CHEERS at an establishment or the number of students given promotional items at a campus on every order form
- Collect and compare information from the 2009 and 2010 Missouri Traffic Safety Compendiums (once published) to compare crash rates, causes, and seatbelt usage among young drivers

SMART

The evaluation specific to SMART will be done in three ways:

1. Use: SMART usage in the 2010-2011 funding year will experience the following growth:
 - At least 10% increase in the number of by the drink establishments enrolled
 - At least 10% increase in the number of liquor retail outlets enrolled
2. Server reaction: The Truman School of Public Affairs at the University of Missouri Columbia has been evaluating the effects of the SMART program on server opinion and behaviors since December 1, 2004. This has been done by an online survey that precedes the SMART training and a post survey is emailed to servers approximately six weeks after they become certified. In the following year, these post tests will show that:
 - At least 85% of servers felt SMART helped them avoid serving minors
 - At least 85% of servers felt SMART helped them detect fake identification
 - At least 75% of servers will agree or strongly agree SMART had a positive impact on their ability to be an informed server

In early 2010, the survey was revamped to improve the amount of useful data collected, and incentives are given to participants to improve participation. These include monthly giveaways for a randomly selected employee who has completed the pre and post tests.

3. Effect on DWI crash rates: The ultimate goal of the SMART program is to lower DWI crash rates on Missouri roads. In the following year, it will be shown that there will be a correlation between the percentage increase of SMART enrolled bars and SMART certified servers in a community and a percentage decrease in DWI crash rates from the previous year.

DRIVE SAFE. DRIVE SMART.

The Missouri Safety Center will again be contracted to conduct a uniform safety belt check on each campus. Because of the addition of six new schools to PIP, in an effort to save money and increase convenience for each participating campuses,

Battle of the Belts will include only one safety belt survey at the end of the academic year (as opposed to two safety belt checks per campus at the beginning of the year). After the surveys, the Missouri Safety Center will compile a report of the data they collected.

Note: Evaluation data from 2009 is attached.

Pertinent information on the MCHBS is appendix A

SMART evaluation data is appendix B

Drive Safe. Drive Smart /Battle of the Belts survey data is appendix C

RESULTS:

CHEERS Goals and Action Steps

Goal 1: Achieve a designated driver rate of 90% by April 2011.

According to the Spring 2011 Missouri College Health Behavior Survey, 86.7% of students who drink used a designated driver during the 2010-2011 school year, which is an improvement over previous years. We know we will continue to face the challenge of staffing issues at other PIP schools having differing priorities and lacking time to dedicate to the program, so we know continued education is key to keep this rate high.

Goal 2: Increase the awareness of Project CHEERS 5% by April 2011.

The awareness for the CHEERS program actually decreased from 42.4% in spring 2010 to 40.3% in spring 2011. Certain individual campuses saw an increase in recognition; however the addition of a new campus to PIP and staffing issues at other campuses may have resulted in this drop in statewide awareness of CHEERS. Unfortunately, raising awareness by 5% and maintaining that awareness to survey time may have been a lofty goal.

Goal 3: Increase the number of businesses that are a part of Project CHEERS by 25 before April 2011

Due to the recruitment efforts at all of our chapters and partnering with the SMART program, approximately 10 new establishments have become involved in Project CHEERS. However, due to a variety of factors, many participating establishments across the state have gone out of business, and so our overall number of participants has remained relatively stable. Columbia is the most active chapter, and the majority of CHEERS-appropriate establishments have already signed up. Late in the grant period, many chapters decided to reinvigorate their CHEERS efforts on their campus, so it is anticipated that this number will improve during the next grant period.

Objectives and Strategies

We distributed programming packets to each chapter with information and marketing ideas as well as documents to help recruit establishments and publicize the program among students.

Items such as CHEERS cards, wallet cards listing all participating establishments, pens, highlighters and key chains are handed out to our students at presentations, events and resource fairs throughout the year thus serving as a great marketing effort for the CHEERS program and reminder of what it means to be or use a designated driver. Our students are very aware of the program, which is due largely in part to having these promotional and educational items to catch their attention at special events during integral times such as National Drunk Driving Awareness Month (December), Collegiate Alcohol Responsibility Month (October), Safe Spring Break (March), Freshman Orientation (Summer) and Project CHEERS Birthday Party (April).

Our promotional items continue to be an integral part of encouraging establishments to participate in the CHEERS program. Due to the nature of the business industry, a majority of establishments want to feel as if they are getting something out of participating in a program such as CHEERS. Having the authority to order our promotional items not only serves an extremely effective way to encourage the establishments to sign up, but also serves as a reminder to the bar owner about their participation in CHEERS.

Through the data collected from the Spring 2010 Missouri College Student Health Behavior Survey, we were able to implement a social-norming campaign via the Drive Safe. Drive Smart. program, expressing that 87% of Missouri College students use a designated driver. This information was also used in the CHEERS and Drive Safe. Drive Smart. handbills and brochures.

While we cannot impact their staffing issues, we are continuing to work towards making implementation of the campaign as simple and user-friendly as possible in the future.

The state coordinator regularly has contact with local chapters to create personalized efforts that will target specific campuses more effectively. Numerous promotional cards, posters, banners, etc., have been created specifically for individual campuses or their local establishments.

Many positive changes continue to be seen with the relationship between the CHEERS and SMART programs. We have used each program to create synergy for the other. With every CHEERS order, a SMART brochure and personalized letter is sent that:

- Informs them of the SMART program if they are not signed up
- Reminds them of their participation in the SMART program (and their establishment's username and password) if they are signed up but inactive in the program
- Congratulates their efforts in the SMART program if they are active and encourages them to continue their performance in the future.

Similarly, the CHEERS program is highlighted in the SMART program and many SMART participants have called for information and subsequently joined efforts with Project CHEERS as a result.

PIP has proven to be a continued method for encouraging participation in the SMART and CHEERS programs throughout the state. PIP members are updated on progress and new developments at monthly meetings or via contact on the PIP list serve. In April 2011, CHEERS was promoted at the Meeting of the Minds Conference in Kansas City. All of these opportunities allow CHEERS contacts in community chapters throughout the state to meet with the state coordinator for one-on-one assistance or training.

SMART Goals and Strategies

Goal 1: Assist sellers and servers of alcoholic beverages in reducing alcohol-related problems in their bars, restaurants and liquor stores.

- Increased the servers/sellers knowledge and awareness of the management policies and procedures.
- Increased the servers/sellers knowledge and awareness of state alcohol laws and policies.
- Increased the incidences and effectiveness of servers/sellers who check the ID of individuals who look to be of questionable age and do not sell or serve alcohol to minors.
- Increased the awareness and understanding of servers/sellers as to the consequences of serving alcohol to an intoxicated customer and thus refusing service to that customer.
- All of the above factors were based on a voluntary survey conducted and measured by the Truman School of Public Affairs. Servers had the opportunity to take a pre-SMART survey to note their knowledge and understanding of Missouri alcohol laws, their ability as a server to carefully check identification, and have the option of doing a follow-up survey six weeks after their completion of the SMART program.

Goal 2: To provide an affordable, time efficient, effective and accessible server training program for all server/sellers of alcoholic beverages in Missouri.

- Provided an interactive online training with videos, self-checks, and self assessment.
- Provided easy access to this training through the internet 24 hours per day.
- Provided this training free of charge to the server and for the bar/restaurant/liquor store owner.
- Provided feedback on completion of the SMART program to the trainee, the bar/restaurant/liquor store owner and to Missouri Division of Alcohol and Tobacco Control.

Goal 3: To provide a collaborative relationship between the Division of Alcohol and Tobacco Control, Missouri's Partners In Prevention, Missouri Partners in Environmental Change, MoDOT's Division of Traffic and Highway Safety, the University of Missouri-Columbia's Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association (MBWA), the Missouri Petroleum Marketers and Convenience Store Association (MPCA), and the bar, restaurant, and off-premise liquor establishment owners in Missouri.

A representative from all of the above agencies, with the exception of the Missouri Beer Wholesalers Association, provided valuable input during meetings with informal e-mail contact, and collaborated on various initiatives for all three programs of this grant.

Goal 4: To market the availability of the program to include every bar, restaurant and liquor store in the state.

- Formal advisory board committee meetings were not held during this grant period, however, all parties (except MPCA and MBWA) regularly met during the Columbia community coalition meetings and the state coalition meetings.
- PIP has remained an integral part in the marketing and implementation of SMART across the state through the use of participating partners' community coalitions.
- Regularly update the database of liquor license numbers with the help of Missouri Division of Alcohol and Tobacco Control and update the SMART database to include any new and closed establishments.

•It has been difficult to stay in contact with MPCA and MBWA, however the other entities have consistently encouraged establishments in their community to utilize the SMART program. We have two communities with mandatory server training that heavily utilize SMART, and another discussing mandatory server training that also is recommending SMART as one of the few approved training options. This helps to greatly increase the number of businesses and individuals who are educated by the SMART program.

Drive Safe. Drive Smart. Goals and Action Steps

Goal 1: To use the established communication network among the public institutions of higher education in Missouri and the Missouri state agencies to create effective strategies for addressing the issues of drinking and driving, distracted driving and seatbelt use.

- Used monthly meetings/workshops of professionals and students from each participating institution and state agencies to discuss relevant prevention issues related to drinking and driving, distracted driving and seatbelt use.
- Used the Partners in Prevention (PIP) website and list serve for on-going communications of coalition members.
- Supported the state conference in April 2011 through funding for educational workshops and keynote speakers for college professionals and student peer educators. Erica Upshaw spoke about how poor decisions related to alcohol use touched her life, and a peer educator from the Wellness Resource Center at the University of Missouri spoke about distracted and drowsy driving in a breakout session. Both sessions were very popular with conference attendees.

Goal 2: To provide on-going training opportunities for professionals and students that address effective environmental management strategies for decreasing the abuse of alcohol and other drugs on campus and in the community, preventing drinking and driving and distracted driving and increasing seatbelt use.

- Sustained monthly meetings/workshops for professionals and students from each participating institution and state agency to discuss and receive strategy-focused trainings about relevant prevention issues such as alcohol availability, alternative alcohol-free programming, existence of mixed messages, policy review, traffic safety and social norming.
- As mentioned above, the monthly PIP meetings were used to discuss all issues pertaining to the abuse of alcohol and other drugs and methods to address these topics. Specifically, how these relate to driving issues, a training session was held where PIP members broke down each of the topics to identify why students potentially engage in these behaviors and what actions can be done to discourage them from doing them in the future.

Goal 3: To facilitate an evaluation effort that includes needs assessments, establishment of baseline data of students usage patterns and measuring the effectiveness of policy changes and program implementation over the grant period.

- Conducted the Missouri College Student Health Survey for each participating campus in order to continually collect baseline data statewide and pre and post-testing.
- A great deal of phone support was provided to interpret individual campus data and possible efforts to exploit that data.
- The Missouri Safety Center was contracted to provide assistance for the seatbelt surveys conducted on each campus as a part of the Missouri Colleges Battle of the Belts program.

Goal 4: To provide resources that the campuses can access in order to create on-going, creative and effective prevention efforts.

- Each campus was asked to evaluate the popularity and effectiveness of the educational and promotional items in order to create the most useful items for the 2011-2012 campaign.
- Used the Partners in Prevention website and list serve to enhance on-going collaborative programming possibilities related to drinking and driving, distracted driving, and seatbelt use.
- Continued to collect baseline data on students at all participating Missouri colleges and universities regarding various driving behaviors.
- 96.7% of students report wearing seatbelts at least sometimes. 67.3% of students report talking on their cell phone while driving at least sometimes, which is actually down from 71.7% in 2010.
- Created resources and other training materials on impaired driving for each of the thirteen member institutions such as posters and brochures on drinking and driving, distracted driving and seatbelt use.
- Handbills, brochures and posters were distributed for programs or events on campuses to address the six issues the Drive Safe. Drive Smart. program covers:
 - i. Distracted Driving
 - ii. Impaired Driving
 - iii. Seatbelt use
 - iv. Aggressive Driving
 - v. Speeding
 - vi. Drowsy Driving
- Enhanced and expanded a statewide social norming campaign for college students on distracted driving and seatbelt use,

based on data from the spring 2010 Missouri College Health Behavior Survey.

- In the educational materials, facts about Missouri College Students' driving behaviors were used.
- Many campuses chose to put an emphasis on distracted driving, particularly text messaging while driving, as a large percentage of students reported this behavior.
- An anti-texting and driving commercial was created and aired in the Columbia/Fulton/Jefferson City/outlying Kirksville areas, and was shared with the other PIP communities for their use. To view this commercial visit:
http://www.youtube.com/watch?v=2U8mrEUo368&feature=channel_video_title

Goal 5: To provide resources to campus and community law enforcement agencies to enforce laws and/or provide education to drivers regarding safe driving behaviors.

- Provided funding for regular safety belt checkpoint operations on PIP's participating campuses
 - The program was altered this year to only include a single seatbelt check, as compared to the two tests conducted in previous years.
 - Brochures and other materials regarding safe driving behaviors were provided to law enforcement for distribution to students and community persons during their Drive Safe. Drive Smart. program events.
-

FUNDING:

410 / 20.601: 236,025.36

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DITEP

PROJECT NUMBER:

11-K8-03-119

PROGRAM AREA:

03

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Missouri Police Chiefs Association

AGENCY CONTACT:

Director Sheldon Lineback

PROJECT DESCRIPTION:

The Missouri Police Chiefs Association will deliver the 16-hour DITEP training curriculum at ten locations across the state of Missouri to an estimated four hundred educational and law enforcement professionals. The program will develop skills for these professionals to recognize and identify alcohol and drug impairment in the school setting.

On instructor and monitor will be utilized in the delivery of this valuable training. The instructor will be a DRE who is a SFST or DRE instructor, or a DRE with other verifiable instructor training. At a minimum the instructor candidate must attend the DITEP briefing.

MPCA will provide all educational materials to course participants at no charge.

PROBLEM IDENTIFICATION:

The 2003 National Survey on Drug Use and Health (NSDUH), conducted by the Substance Abuse and Mental Health Services Administration (SAMHSA), indicated that an estimated 19.5 million Americans (8.2% of the population aged 12 or older) had used illicit drug during the previous month. Drug abuse, whether it involves controlled substances or the misuse of prescription drugs, has permeated almost every level of society to some degree. In 2003, an estimated 11 million people reported driving under the influence of an illicit drug during the past year (1). As many as 18% or 21 years-olds report drugged driving at least once during the past year (2).

The International Association of Chiefs of Police and the National Highway Traffic Safety Association worked with the states of Arizona, Kansas and New York to develop the Drug Impairment Training for Educational Professionals (DITEP) curriculum. This training is intended to provide school administrators and nurses with a systematic approach to recognizing and evaluating individuals in the academic environment who are abusing and impaired by drugs, both legal and illegal, in order to provide early recognition and intervention.

DITEP is derived from the nation Drug Evaluation and Classification Program, a successful law enforcement procedure used to detect drug and alcohol impaired drivers. The methods employed in this training are based on medical and scientific facts. The information is supported by research conducted in both laboratory and field studies. The DEC Program was validated in laboratory studies conducted at the Johns Hopkins University, and in the field by the Southern California Research Institute. Although DITEP is not intended to qualify participants as Drug Recognition Experts, it is intended to make participants competent and confident in evaluating and documenting those individuals suspected of abusing drugs in the school setting.

Demand and supply of the training is a problem area that this application also seeks to address. There exists a provide need and demand for this training. This project will provide training that is needed and meet the demand for the training for school nurses, school officials, DARE Officers, and School Resource Officers.

GOALS AND OBJECTIVES:

The goal of his project is to provide alcohol and drug impairment recognition training to education and law enforcement professionals in order to provide the tools and competency for these professionals to enhance recognition and prevention.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Police Chiefs Association conducted nine two day DITEP training programs which were attended by two hundred representatives from law enforcement, school teachers, school nurses, and school administrators. The average number of students per class provided by this project was 22 students per class. Classes were held in the following Missouri cities: Perryville, Springfield (twice), St. Charles, Jefferson City, Lee's Summit, Lamar, West Plains, and St. Peters. Sedalia was scheduled but the instructor pulled out and three attempts were made to reschedule the course.

Evaluations completed by the attendees have been very strong.

FUNDING:

\$23,693.16

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DRE Training

PROJECT NUMBER:

11-K8-03-38

PROGRAM AREA:

03

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Eastern Missouri Law Enforcement Training Academy

AGENCY CONTACT:

Ms. Sandy Pichler

PROJECT DESCRIPTION:

This project is designed in conjunction with NHTSA and the International Association of Chiefs of Police Drug Recognition Expert Program to train officers as Drug Recognition Experts (DRE) and to provide refresher training to those currently certified as DREs. Additionally, this program will re-certify course managers and instructors so as to maintain a pool of qualified personnel to further the program. The ultimate goal of the course is to help prevent crashes, deaths and injuries by improving enforcement of drug-impaired driving violations. The basic DRE training is a two-week undertaking and encompasses the entire spectrum of subject material needed to initially certify officers as a DRE. The refresher training is designed to provide DREs with updated information needed to become familiar with any changes to the DRE Manual. This training is intended for qualified DREs and instructors only. Non-certified individuals will not be in attendance.

PROBLEM IDENTIFICATION:

Due to the continuing trend of impaired driving, there is a need to train police officers in the ability to recognize drunk and drugged drivers and to provide continuing education to course managers and instructors. This training is needed to help reduce the number of incidents of drunk and drugged driving. It will also provide update training for certified DRE officers and DRE Instructors.

GOALS AND OBJECTIVES:

The classroom training course is designed to help the students achieve three broad goals and eight specific learning objectives:

Goals:

Distinguish if an individual is under the influence of a drug or drugs other than alcohol, or under the combined influence of alcohol and other drugs, or suffering from some injury or illness that produces signs similar to alcohol/drug impairment

Identify the broad category or categories of drugs inducing the observable signs of impairment

Progress to the certification phase of training

Objectives:

Describe the involvement of drugs in impaired driving incidents

Name the seven categories of drugs and recognize their effects

Describe and properly administer the psychophysical and physiologic evaluations used in the drug evaluation and classification procedures

Document the results of the drug evaluation and classification examination

Properly interpret the results of the examination

Prepare a narrative drug influence report

Maintain an up-to-date relevant resume.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

During training there are both written examinations and practical application periods that the students must master. Upon completion of classroom training each officer must complete ten individual evaluations on-the-job with an instructor in field training. This evaluation takes three-weeks to complete. Once the field training is completed the officers return and are administered a final written examination. The first written examination requires a 90% to pass and the second (final) examination requires a 100% to pass.

RESULTS:

The funds allocated to this project totaled \$10,000.00. The allocation was for Drug Recognition Expert (DRE) certification training, DRE update training, and DRE related workshops. The expenditures for the grant period totaled \$2,869.12. The funds were used to pay for printing of DRE manuals and supplies needed for a DRE certification school conducted March 7 - 18, 2011. There were 17 attendees from 15 counties and municipalities.

Funds were utilized to send two officers to the DWI/Traffic Safety Conference in Osage Beach, June 8 - 10, 2011. The officers attending were Officer Nicholas Johnson, O'Fallon Police Department and Deputy Brian Adelsberger, St. Charles County Sheriff's Department.

FUNDING:

\$10,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Safety Resource Prosecutor

PROJECT NUMBER:

11-K8-03-118

PROGRAM AREA:

03

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

MO Office of Prosecution Services

AGENCY CONTACT:

Ms. Susan Glass

PROJECT DESCRIPTION:

This project will provide continuing legal education programs, consultation and assistance in complex prosecutions, technical assistance, and other resources to Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute violations of Missouri's traffic safety laws. The Missouri Office of Prosecution Services received contracts from the Division of Highway Safety to fund the Traffic Safety Resource Prosecutor project in fiscal years 2005, 2006, 2007, 2008, 2009, and 2010. The MOPS office will continue this project for the upcoming fiscal year.

A) **PERSONNEL:** MOPS will provide an experienced attorney to act as the Traffic Safety Resource Prosecutor and to provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, this attorney will serve as a liaison with relevant committees, task forces and victim advocacy groups.

The salary has been determined commensurate with experience and in line with the salaries of other resource prosecutors in the office. The request for fiscal year 2011 will be \$70,000 through June 30, 2011, plus any increases approved by state legislative action for fiscal year 2012, effective July 1, 2011, which will be estimated at a 5% increase. Fringe benefits are estimated according to the Office of Administration guidelines but are subject to change during the fiscal year.

This attorney will provide technical assistance and serve as a consultant to Missouri prosecutors and law enforcement officers through telephone assistance, email, and personal visits to prosecutor offices as necessary. For this reason, the supporting budget will include amounts for general operations including, but not limited to, phone charges, office and training supplies, equipment, postage, and professional dues.

This attorney will remain current on traffic safety issues and problems in Missouri and nationally by visiting prosecutor offices, attending task force and committee meetings, attending local and national traffic safety conferences, and attending meetings with local and national traffic safety partners. For this reason, the supporting budget will include amounts for travel including, but not limited to, attendance at conferences within Missouri, visits to local prosecuting attorney's offices, attendance at task force and committee meetings, assistance in training at Missouri DRE schools, assistance with other prosecutor or law enforcement training, participating in the MAPA statewide and Elected Prosecutor training, attending national traffic safety conferences, attending meetings of the National Association of Prosecutor Coordinators, and attending meetings of Traffic Safety Resource Prosecutors from around the nation.

B) **TRAINING PROGRAMS AND EQUIPMENT:** MOPS will provide continuing professional education programs for Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute traffic safety violations. This will include both basic training for new prosecutors and advanced training to improve the ability to investigate and prosecute more complex cases. The potential training audience will be county prosecuting attorneys and staff, full time municipal prosecutors, law enforcement officers, circuit, associate circuit and municipal judges, and other related traffic safety personnel. The training offered may include, but will not be limited, to:

- 1) a general traffic safety conference available to all Missouri prosecutors and law enforcement officers as well as other traffic safety organizations and professionals;
- 2) a trial advocacy program focusing on complex traffic safety prosecutions which will consist of lectures on effective prosecution techniques, particularly focusing on impaired driving issues;
- 3) a "Protecting Lives, Saving Futures" course for newer prosecutors and law enforcement officers covering basic issues of DWI enforcement and prosecution, and focusing on building relationships and improving communication between

prosecutors and officers;

4) A DRE and SFST Recertification and Refresher Workshop;

5) In-service workshops, scheduled as needed or upon request, for prosecutors and law enforcement officers; and

6) additional workshops or conferences focusing on new or emerging issues, scheduled as necessary.

Registration fees may be charged for some or all of these programs to cover costs not payable from federal funds.

Examples of costs include meeting room expenses, rental of A/V equipment, meals, breaks, conference materials and supplies, MOPS staff expenses, speaker fees and travel expenses. Additionally, funds are sought to offer scholarships for attendance at training programs for agencies that have limited training budgets including, but not limited to, the Missouri State Highway Patrol and the Missouri Department of Revenue.

C) REFERENCE MATERIALS: A major goal of the Traffic Safety Resource Prosecutor Project is to produce and provide quality, up-to-date legal materials to assist prosecutors, law enforcement officers and other traffic safety professionals to more effectively investigate and prosecute traffic safety cases. This will include a newsletter, to be published up to six times per year, with case law, administrative and legislative updates, development of PowerPoint and other computer based training in the area of traffic safety, and a DWI and Major Traffic Safety Offense manual. This may also include the purchase of manuals or other reference materials that may be necessary. This may also include the purchase of transcripts of trials or hearings where new or emerging issues were dealt with or relevant expert testimony was presented. The supporting budget will include amounts for reference materials including, but not limited to, the printing of newsletters and other reference materials, the distribution of reference materials, and the purchase of manuals or other materials.

D) TRAFFIC SAFETY LIAISON ACTIVITIES: The Traffic Safety Resource Prosecutor will also act as a dedicated liaison between the state's prosecutors and the traffic safety community to work for better coordination in the investigation and prosecution of traffic safety violations. It is assumed that no additional resources will be required for these activities.

PROBLEM IDENTIFICATION:

Missouri loses approximately 900 people every year in traffic crashes, many of these fatalities are alcohol-related. After Missouri reached its goal of reducing crash fatalities to 1000 or fewer by 2008, a new goal was set to reduce crash fatalities to 850 or fewer by 2012. This goal is clearly attainable, but significant work will need to be done to get there. One effective strategy for reducing these fatalities is to deter the behavior that causes them—driving while intoxicated, speeding, and failing to wear safety belts. One way to deter such behavior is effective prosecution of those who commit these and other traffic safety offenses.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Prosecutors often do not have technical expertise in these areas or access to necessary resources.

In contrast, a highly specialized DWI defense bar has developed in Missouri. Because DWI defendants are often willing to spend thousands of dollars to defeat DWI charges, the defense bar has access to training and resources that are out of the reach of most prosecuting attorneys.

Thus, there is a need in Missouri for an accessible source for training, information and other resources on impaired driving and other traffic safety issues. This training needs to be consistent, continual and progressive.

The Traffic Safety Resource Prosecutor Project has provided the necessary training and resources. It is important to continue this project as new issues and challenges are raised almost daily in the prosecution of impaired driving offenses. Moreover, due to high turnover rates in prosecuting attorney's offices, there is a constant stream of new and inexperienced attorneys handling impaired driving cases.

GOALS AND OBJECTIVES:

The goal of this project is to provide continuing legal education programs, consultation and technical assistance to prosecutors and law enforcement in the state.

Objectives:

1. Conduct minimum of ten (10) training programs for Missouri prosecutors and law enforcement officers.
2. Publish up to six (6) editions of Traffic Safety News.
3. Develop and publish a DWI/Traffic Safety Offense Manual.
4. Provide technical assistance as requested.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Office of Prosecution Services was awarded a grant to fund a Traffic Safety Resource Prosecutor in Missouri under project 11-K8-03-118 (formerly 10-154-AL-82). This was the seventh year of a grant originally awarded in October 2004.

I. Training Programs

Pursuant to the grant award one of the primary functions of the Traffic Safety Resource Prosecutor was to provide training to prosecutors, law enforcement officers and others on impaired driving and other traffic safety issues. To accomplish this goal, funds were received to conduct one general traffic safety conference available to all Missouri prosecutors and law enforcement officers, a trial advocacy program focusing on complex traffic safety prosecutions, one "Protecting Lives, Saving Futures" course for new prosecutors and law enforcement officers, a DRE and SFST Recertification and Refresher workshop, in-service workshops scheduled as needed or upon request, and additional workshops or conferences focusing on new or emerging issues, scheduled as needed. The overall objective was to conduct a minimum of ten training programs for Missouri prosecutors and law enforcement officers. These goals were achieved in FY11 as described below.

A. DWI/Traffic Safety Conference

The annual conference DWI/Traffic Safety Conference was held from June 8-10, 2011, in Osage Beach. For the first time, this conference was combined with the annual DRE and SFST Recertification training. The combined conference was attended by a total of 164 people, including 120 law enforcement officers, 27 prosecutors, nine Department of Revenue attorneys, and 8 other traffic safety advocates. All attendees received training on: blood draws in Missouri, designer drugs, the robustness of HGN, effective courtroom testimony, the diabetes defense, and how alcohol and drugs affect performance on the SFTs. Also for the first time we had breakout sessions geared more specifically to the interests of law enforcement officers and prosecutors. Breakout sessions were offered on: minor in possession enforcement, trying a refusal case, how drugs affect the brain, voir dire for the impaired driving case, spice and K2, running a successful controlled drinking workshop, and ethics in impaired driving investigations and prosecutions

B. MythBusting DWI

The trial advocacy course offered this year was called MythBusting DWI and focused on common defense challenges raised in DWI cases and cross examination of defense experts. This course was held in Kansas City from September 14-16, 2011. This course was attended by a total of 39 people, including 33 prosecutors from 24 different counties and the city of St. Louis, 5 attorneys from the Department of Revenue, and one other traffic safety advocate. Attendees received training on: cross examining defense experts, defense experts in Missouri, common challenges to breath test results, common challenges to blood test results, defeating the improper SFST argument, prescription drug cases, challenges to the DRE program, and the robustness of HGN.

C. Protecting Lives, Saving Futures

The Protecting Lives, Saving Futures conference was held from February 23-25, 2011, in Columbia. This conference brought together prosecutors and law enforcement officers to receive training on how DWI investigations and prosecutions can be improved with effective communication and teamwork. This training was attended by a total of 54 people, including 42 law enforcement officers, 11 prosecutors, and one attorney from the Department of Revenue. At this conference, attendees received training on detection of impaired drivers, overcoming common defense challenges, writing an effective DWI report, understanding standardized field sobriety testing, understanding HGN, direct and cross examination, and pretrial motions in the DWI case. The students also participated in a controlled drinking workshop which allowed them to witness intoxicated subjects performing standardized field sobriety tests.

D. Additional in-service workshops and training programs

Other training programs were offered to prosecutors and law enforcement officers in FY11 by request or where an interest or need was determined to exist. These programs are described below.

1. On October 8, 2010, a webinar was presented entitled "Criminal Convictions and Driver's Licenses: What Prosecutors Need to Know." This webinar was attended by a total of 36 people, including 22 prosecutors, six law enforcement officers, two Department of Revenue attorneys, and six other traffic safety advocates.
2. On November 12, 2010, Missouri participated in "Guarding America's Roadways: 2010 DWI Summit." This training was offered in conjunction with the Texas District and County Attorneys Association and Anheuser Busch. Law enforcement officers and prosecutors were able to attend this training by watching it via satellite feed at five locations around the state: St. Louis, Springfield, Joplin, St. Joseph and Jefferson City. A total of 204 people attended at all locations, including 172 law enforcement officers, 22 prosecutors, one Department of Revenue attorney, and nine other traffic safety advocates.
3. On December 20, 2010, a webinar was presented entitled "Turning the Shield into a Sword: Using the NHTSA Manual to Cross Examine the Defense Expert." This webinar was attended by 211 people from 19 states plus the District of Columbia. Of those, 74 were from Missouri—53 prosecutors and 21 law enforcement officers.
4. On January 5, 2011, a webinar was presented entitled "Section 577.041 Chemical Refusals: What You Need to Know after White v. Director of Revenue." A total of 19 people attended this webinar, all prosecutors from around the state.
5. On January 25-26, 2011, an ARIDE class was presented in conjunction with the Lee's Summit Police Department. This class was attended by a total of 25 people—24 law enforcement officers and one prosecutor.
6. On March 15, 2011, a webinar was presented entitled "Using Technology to Prosecute a DWI: Powerpoint and Beyond." A total of 47 people attended this webinar, 38 of whom were from Missouri—including 32 prosecutors, one Department of Revenue attorney, three law enforcement officers, and two other traffic safety advocates. The remaining attendees were prosecutors from Kansas, Tennessee and the District of Columbia.
7. On March 31, 2011, a webinar was presented entitled "DWI Case Law Update: January-March 2011." A total of 47 people attended this webinar, including 19 prosecutors, 21 law enforcement officers, two Department of Revenue attorneys, and five other traffic safety advocates.
8. On April 28, 2011, a webinar was presented entitled "Defending the Chemical Test: Responding to Common Defense Challenges to Breath Test Results." A total of 67 people attended this webinar, 44 of whom were from Missouri—27 prosecutors, 11 Department of Revenue attorneys, and 6 law enforcement officers. The remaining 23 attendees were prosecutors and law enforcement officers from Oregon, Washington, Montana, Illinois, Alabama, Alaska, Tennessee and the District of Columbia.
9. On May 16, 17, and 18, 2011, I participated in a training for law enforcement officers in Warren County. This was a joint project with Missouri's Domestic and Sexual Violence Resource Prosecutor and was held at the request of the Warren County Prosecuting Attorney. The prosecutor invited all of the law enforcement officers in the county to attend. The TSRP presented on the topics of blood draws and DWI report writing to 55 officers representing the Warren County Sheriff's Department, Warrenton Police Department, Forstell Police Department, Wright City Police Department, East Central Drug Task Force, and the Missouri State Highway Patrol.
10. On May 26, 2011, a webinar was presented entitled "Defending the Chemical Test: Responding to Common Defense Challenges to Blood Test Results." This webinar was attended by a total of 67 people, 37 of whom were from Missouri—23 prosecutors, seven law enforcement officers, four Department of Revenue attorneys, and three other traffic safety advocates. The remaining attendees were prosecutors and law enforcement officers from Arizona, Alaska, Tennessee, Washington, Oregon, Wisconsin, Montana and New York.
11. On June 16-17, 2011, an ARIDE class was presented in conjunction with the Clay County Sheriff's Department. A total

of 11 people attended this class, 10 law enforcement officers and one prosecutor.

12. On June 20, 2011, a webinar was presented entitled "HIPAA and the Law Enforcement Exception." A total of 176 people attended this webinar, 84 of whom were from Missouri—19 prosecutors, 21 law enforcement officers, two Department of Revenue attorneys, six other traffic safety advocates, and notably, 38 hospital attorneys or medical personnel. The remaining attendees were prosecutors, law enforcement officers and hospital affiliated individuals from Michigan, Texas, Kansas, Nebraska, Virginia, and Alaska.

13. On June 30, 2011, a webinar was presented entitled "DWI Case Law Update: April-June 2011." A total of 46 people attended this webinar, including 20 prosecutors, 23 law enforcement officers, one Department of Revenue attorney, and two other traffic safety advocates.

14. On August 23, 2011, a webinar was presented entitled "What You Need to Know about Medical Marijuana." A total of 40 people attended this webinar, 29 of whom were from Missouri—6 prosecutors, 12 law enforcement officers, two Department of Revenue attorneys, nine other traffic safety advocates, and one defense attorney. The other attendees were from Indiana, Mississippi, Utah, Pennsylvania, Tennessee and Texas.

In total, there were 17 training programs presented by the Traffic Safety Resource Prosecutor Program in FY2011 which were attended by a combined total of 1,009 individuals from Missouri. This total includes 335 prosecutors, 543 law enforcement officers, 41 Department of Revenue attorneys, 51 other traffic safety advocates, 38 hospital attorneys or staff members, and one defense attorney. In addition, another 299 prosecutors and law enforcement officers from 27 other states and the District of Columbia received training at no additional cost to the program.

E. Other Training

In addition to the above training programs that were planned and funded with the grant, the TSRP also served as an instructor or arranged for presentations at various seminars as described below.

On October 21, prepared and presented a lecture on Courtroom Preparation and Testimony at the Drug Recognition Expert school held at the Missouri State Highway Patrol Law Enforcement Academy in Jefferson City.

On November 4, 2010, coordinated and attended a presentation on the Driving While Intoxicated Tracking System at the Missouri Office of Prosecution Services' annual Support Staff Training. A lecture was presented by Captain Brad Jones of the Missouri State Highway Patrol, and I was available to answer questions on charging repeat DWI offenders.

On January 12, 2011, gave a presentation entitled "Handling DWI Cases" at the annual Elected Prosecutors meeting hosted by the Missouri Office of Prosecution Services.

On March 11, 2011, gave a presentation entitled "Special Considerations in Prosecuting a DWI" at the Prosecutors Bootcamp training hosted by the Missouri Office of Prosecution Services.

On March 23, 2011, presented a DWI case law and legislative update at the Missouri Association of Drug Court professionals conference.

In April 2011, presented three lectures on the legal aspects of sobriety checkpoints at the Checkpoint Supervisor schools conducted by the Missouri Safety Center. The courses were held April 13 in Columbia, April 15 in Jefferson County, and April 29 in Platte County.

From July 25-28, 2011, served as an instructor at the Missouri Office of Prosecution Services annual Trial Advocacy School, conducted a direct examination of a defendant, gave a defense closing argument, and served as a mentor to a small work group of prosecutors.

From September 28-30, 2011, attended a meeting of the Traffic Safety Resource Prosecutors from around the country and gave two presentations, one on the logistics of planning a conference and one on planning and conducting webinars.

II. Reference Materials

Another objective of the Traffic Safety Resource Prosecutor Program was to produce reference materials, in particular a DWI/Traffic Safety Offense manual and up to six editions of Traffic Safety News. This goal was achieved in FY11 as described below.

A. DWI Resource Manual for Missouri Prosecutors

In January 2011, the DWI Resource Manual for Missouri Prosecutors was produced and distributed to prosecutors and law enforcement officers around the state. This manual includes chapters on: The Elements of Impaired Driving Offenses, Traffic Stops, Field Sobriety Testing, The Drug Evaluation and Classification Program, Chemical Testing, Voir Dire, Responding to Common Defense Challenges, Dealing with the Defense Expert, and Repeat DWI Offenders. It also contains an appendix which includes the relevant statutory provisions, charging documents, jury instructions, a prior offense chart, chemical testing regulations, a DRE matrix, a list of resources for impaired driving prosecutors, and a predicate question manual. The DWI Resource Manual includes substantive information on issues that will most commonly arise in impaired driving prosecutions and extensive citations to case law on all of these issues.

B. Traffic Safety News

Traffic Safety News was published every other month. These newsletters were distributed to prosecutors, law enforcement officers, and other interested traffic safety professionals in November 2010 and in January, March, May, July, and September 2011. These newsletters contained case law and legislative updates, training announcements, and other information and articles pertinent to traffic safety. The newsletters are sent out in electronic format to a list of several hundred individuals. At each training seminar conducted, a list was available for any interested person to sign up for the newsletter.

C. Miscellaneous Reference Materials

In FY11, the TSRP also prepared other reference materials for Missouri prosecutors including a draft model protocol for blood draws and a memorandum on the appropriate statute of limitations to be applied to third and subsequent DWI offenses. She also wrote an article on the impact of the State v. Collins case on whether prior DWI convictions could be used to enhance where the state was unable to prove whether or not the defendant was represented by counsel.

III. Traffic Safety Liaison

Another goal of the Traffic Safety Resource Prosecutor Program was to serve as a liaison between the state's prosecutors and the traffic safety community. This goal was achieved through serving as a member of the Impaired Driving and Legislative Subcommittees of the Missouri Coalition for Roadway Safety and the DRE/SFST Advisory Board. She also attended board meetings of the Law Enforcement Traffic Safety Advisory Council.

The TSRP also participated in several local, state and national conferences and meetings, including the IACP International Conference on Drugs and Driving held in Montreal, the Lifesavers Conference held in Phoenix, the Spring and Fall Statewide conferences presented by the Missouri Association of Prosecuting Attorneys, the Summer Conference of the National Association of Prosecutor Coordinators, the Missouri Association of Drug Court Professionals Conference, the annual conference of the International Association of Chemical Testing, the Driving While Revoked or Suspended Summit held in Columbia, and a conference for Traffic Safety Resource Prosecutors, Law Enforcement Liaisons, and Judicial Outreach Liaisons conducted by NHTSA.

IV. Technical Assistance

The final goal of the Traffic Safety Resource Prosecutor Program was to provide technical assistance to prosecutors and law enforcement officers upon request. In FY11, approximately 266 requests for technical assistance were received from prosecuting attorney's offices and law enforcement agencies around the state. In response to these requests for assistance, motion responses and research memorandums were drafted, information was provided on expert witnesses, jury instructions were drafted, appropriate charging was discussed, and information and materials were provided on various impaired driving topics.

All major goals of Project 11-K8-03-118 (formerly 10-154-AL-110) were met or exceeded in fiscal year 2011. The Missouri Office of Prosecution Services has been awarded a similar grant for fiscal year 2012 and looks forward to continuing its work to improve the investigation and prosecution of impaired driving cases in Missouri.

FUNDING:

\$116,942.28

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Youth Alcohol

PROJECT NUMBER:

11-154-AL-3

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Carrie Wolken

PROJECT DESCRIPTION:**NCADA:**

The Traffic and Highway Safety Division supports the National Leadership Conference by providing participants' registration fees, traffic safety speakers and meal costs associated with a traffic safety track on the conference agenda.

PIRE:

Conduct underage impaired driving educational programs using trainers from the Pacific Institute for Research and Evaluation (PIRE).

Objective:

The Traffic and Highway Safety Division will work with the Pacific Institute for Research and Evaluation (PIRE) to offer regional youth alcohol training for community coalitions and law enforcement throughout the State of Missouri. This statewide training will be offered in as many areas where trainers are available.

The POST Certified 6-hour training may include:

- Shoulder Tap Operations
- Missouri DRE Issues
- Local Policies and Ordinances
- Creative Enforcement Strategies that Work
- Partnering with Rural Communities
- Fake Identification

PROBLEM IDENTIFICATION:

A young driver's inexperience combined with extreme risk taking behavior can have tragic consequences. Young drivers are substantially over-involved in traffic crashes. Most of these crashes are both predictable and preventable and should not be accepted by society. Behaviors more frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, driver inattention, speeding and driving under the influence of alcohol or drugs.

Following are some Missouri traffic crash statistics for young drivers (HS Tracker February 2010):

Percent of safety belt use among teens:

2007: 61%

2008: 62%

2009: 61%

Number of fatalities and disabling injuries for teens 14 through 18 years old (includes drivers, passengers, pedestrians, bicyclists, etc):

2007: 95 fatalities, 1061 disabling injuries

2008: 94 fatalities, 916 disabling injuries

2009: 71 fatalities, 808 disabling injuries

Number of fatalities and disabling injuries for persons 19 through 25 years old (includes drivers, passengers, pedestrians, bicyclists, etc):

2007: 170 fatalities, 1498 disabling injuries
2008: 169 fatalities, 1374 disabling injuries
2009: 148 fatalities, 1220 disabling injuries

Number of impaired driver-related fatalities and disabling injuries involving a drinking driver under 21 years old:

2007: 31 fatalities, 199 disabling injuries
2008: 39 fatalities, 182 disabling injuries
2009: 33 fatalities, 121 disabling injuries

GOALS AND OBJECTIVES:

Goal:

To reduce the number and severity of traffic crashes involving young drinking drivers by increasing awareness of local coalition members and law enforcement targeting those at greatest risk.

Objective:

To conduct approximately six regional law enforcement trainings to educate coalition members and law enforcement officers on the dangers of underage drinking. Regional training will be held in several different locations across the state.

Goal:

Sponsor the National Council of Alcoholism and Drug Addiction - National Leadership Conference.

Objective:

The Traffic and Highway Safety Division supports the National Leadership Conference activities.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Goal:

To reduce the number and severity of traffic crashes involving young drinking drivers by increasing awareness of local coalition members and law enforcement targeting those at greatest risk.

Results:

The Pacific Institute for Research and Evaluation again assisted the Traffic and Highway Safety Division by conducting underage alcohol awareness training for law enforcement and coalition members in three locations in Missouri; Macon, Springfield and Sikeston. The two day training consisted of the following topics: Controlled Party Dispersal, Fake ID's, Compliance Checks and Coalition Building.

Goal:

Sponsor the National Council of Alcoholism and Drug Addiction - National Leadership Conference.

Results:

The Traffic and Highway Safety Division provided funding for the conference coordinators to supply 75 youth participants with free registration, incentive items for all participants and conference supplies.

FUNDING:

154 AL / 20.607: 23,550.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DOR and Law Enforcement Training

PROJECT NUMBER:

11-154-AL-96

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

MO Dept. of Revenue

AGENCY CONTACT:

Mr. Charles Gooch

PROJECT DESCRIPTION:

The Department of Revenue, General Counsel's Office, will organize and present law enforcement training seminars across the state. The seminars will heighten awareness and educate law enforcement, prosecutors and judges in regard to developing trends in driving while intoxicated laws and prosecution issues to help improve the number of offenders who suffer a license consequence or criminal sanction. These seminars are scheduled for a four-hour session at every Missouri State Highway Patrol troop headquarters in the State of Missouri. Topics traditionally include instruction on how to prepare and testify for trial; applicable DWI case law updates; standardized field sobriety testing procedures; applicable motor vehicle and driver license legislative updates on new laws; and specific topics year-to-year on emerging issues in DWI defense and prosecution, as dictated by efforts of defense attorneys statewide. Applicable, updated materials will be provided to seminar attendees, and the courses will be offered at no cost to law enforcement, prosecutors, and members of the judiciary who attend. Training will be conducted by experienced practitioners in the field, including certified law enforcement, licensed members of the Missouri Bar, and technicians in their particular field of expertise.

This training will be scheduled during the months of August and September, and will be scheduled for two four-hour sessions in St. Louis, Kansas City, and Springfield, and one four-hour session each in the cities of Poplar Bluff, Willow Springs, St. Joseph, Macon, Rolla and Jefferson City. Courses will be completed by September 30, 2010.

Costs will include printing, postage and other associated costs for the Traffic Notes newsletters, Law Enforcement Seminars and Prosecutor Manuals.

Several DOR senior attorneys will also present other training sessions at various professional conferences and training programs on impaired driving laws and driver license sanctions for intoxication-related arrests, as requested.

Department attorneys, most of whom serve also as hearing officers, have long been actively involved in educational programs targeted for improving knowledge in the areas of DWI law, prosecution skills and topics related to the science of blood alcohol and drug testing. This education and involvement includes dissemination of information pertinent to other areas related to the effective and knowledgeable prosecution of the alcohol and drug offenses, including commercial driver licenses, license issuance, accident investigation, forensics and other driver license issues. The American Association of Motor Vehicle Administrators (AAMVA) sponsors an annual international conference and workshop for motor vehicle attorneys and law enforcement covering a wide range of topics. The national Symposium on Alcohol and Drug Impaired Driving Enforcement conference, sponsored by the Institute of Police Technology and Management (IPTM) provides excellent, broad-based training in all areas of roadside field sobriety screening, breath and blood testing procedures, DWI evidence, and other impaired driving issues for several of our trial attorneys, with instruction by nationally-recognized experts in these fields. The Missouri Office of Prosecution Services sponsors several very instructive seminars each year specifically on how to prosecute DWI cases, which are beneficial to the Department's attorneys. Department attorneys in 2010 are enrolled to attend the Northwest Alcohol Conference, Park City, Utah, and the Intoximeters, Inc., Users Group Training in St. Louis. These training opportunities, combined with other courses periodically sponsored by The Missouri Bar, provide The Department's attorneys with the skills they need to be effective in hearing and prosecuting alcohol and drug related license cases throughout the state of Missouri. The training indicated will be completed by September 30, 2011.

Acquisition of reference materials will assist the DOR General Counsel's Office in better communication with law enforcement, attorneys, judges, court clerks and related community. It is imperative that the attorneys in the department keep abreast of developments in the area of DWI and driver license law so as to more effectively hear and prosecute these

cases.

PROBLEM IDENTIFICATION:

Department of Revenue, General Counsel's Office, Transportation Unit attorneys preside at administrative alcohol hearings (Sections 302.500 - 302.540, RSMo) and also prosecute alcohol and drug related license suspension and revocation cases statewide (Section 302.311, RSMo, appeals; Section 577.041, RSMo, "refusal" appeals; Section 302.060, RSMo, five and 10-year multiple DWI license denial appeals, etc.). A dedicated Department Appellate Attorney also currently represents the Department before the Missouri Court of Appeals and drafts appellate briefs in all three districts in conjunction with the Office of the Attorney General. There is currently a lack of Department funding available for specialized training on impaired driving prosecution techniques and strategies for Department attorneys. The need for this specialized training is ongoing given the dynamic nature of developments in DWI and related motor vehicle case law as well as the continual revision of statutory and regulatory provisions. Further, as administrative alcohol hearings and court cases are dependent upon the admission of breath or blood test results, Department attorneys who hear and prosecute these cases require special knowledge in the areas of breath and blood testing and the related scientific fields of toxicology and pharmacology.

There also exists a lack of consistent, professional training for law enforcement, judges and attorneys in the state on Missouri impaired driving and license laws.

Additionally, the Department lacks dedicated funding for equipment and supplies to more effectively meet trial and appellate court requirements. There is also a need for current reference materials to more effectively communicate with attorneys, prosecutors and judges in regard to alcohol-related license actions. This need and lack of funding source is an ongoing problem.

GOALS AND OBJECTIVES:

The goals of this project are:

- 1) To heighten awareness and educate law enforcement, prosecutors and judges in regard to developing trends in driving while intoxicated law and prosecution issues to help improve the number of offenders who suffer a license consequence or criminal sanction. Measured success may be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses having a license suspension or revocation action imposed, criminal conviction, or both.
- 2) To provide continuing education opportunities to DOR attorneys and hearing officers in the area of DWI.

OBJECTIVES:

1. Provide law enforcement training seminars across the state;
2. Produce and disseminate quarterly newsletter;
3. Send three attorneys to the Symposium on Alcohol and Drug Impaired Driving Enforcement;
4. Provide continuing education opportunities for DOR attorneys.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory

justification is provided.

Review and evaluate Department statistical data to determine whether the error or reject rate for alcohol influence reports (AIRs) by the Department's Drivers License Bureau, Administrative Alcohol Section declines;

Review and evaluate administrative hearing, trial de novo and chemical refusal outcomes to determine whether there is a reduction in the number of errors made by law enforcement officers in filling out the AIR, which have affected the ability of the Department to impose an alcohol-related license suspension or revocation action on a driver record;

Evaluate session evaluations by topic for all fourteen DOR Law Enforcement seminars held to determine if the needs of the target audience are being served;

Measured success may also be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses who will have a license suspension or revocation, a criminal conviction, or both.

RESULTS:

PROJECT: Attorney, Prosecutor and Judge Training—Seminars Conducted

•Department of Revenue Law Enforcement Seminars—These seminars consisted of a four-hour presentation covering Missouri DWI case law (James A. Chenault, Senior Counsel, presenter); Evidentiary Breath Testing issues (Robert Welsh and Tracy Durbin of the Missouri Safety Center, and Brian Lutmer, DHSS Breath Alcohol Program, alternating presenters), and Administrative DWI License Actions and Testifying in Court for Officers (Charles L. Gooch, Managing Counsel, presenter). Thirteen training courses were conducted at eight different Missouri State Highway Patrol headquarters and two other locations statewide during the months of July, August and September 2011. A combined total of over 500 law enforcement officers, judges and court personnel attended the sessions. Over 750 printed supplements, legislative updates, breath testing defense articles and Case Update materials were distributed to attendees and others in the law enforcement field and judiciary.

RESULT:

Over 500 law enforcement officers, judges and court personnel were trained on updated DWI case law, statutory amendments, DWI and Administrative Alcohol processes for arrest, evidentiary testing, appeal, and reporting. The program was certified by the Missouri State Highway Patrol for 4.0 total hours of P.O.S.T. Continuing Education credit (legal) for law enforcement, and by the Missouri Bar Association for 4.0 hours of required annual Continuing Legal Education (CLE) credit for attorneys and judges. This has also helped our in-house legal counsel obtain needed hours for CLE credit to meet annual reporting requirements.

• 2011 Missouri State Highway Patrol "in service" training sessions - These training sessions were presented by James A. Chenault, III, Senior Counsel, at the Missouri State Highway Patrol General Headquarters Training Academy in Jefferson City, Missouri. This training is mandatory for Highway Patrol troopers throughout the state, and focused on DWI defense tactics; case law updates on DWI issues; best practices for Alcohol Influence Report drafting and DWI arrest/evidentiary tests for blood alcohol concentration/blood draws. Training materials provided to attendees included cases law updates, Alcohol Influence Report preparation instruction, and recommended DWI arrest and chemical testing procedures.

RESULT:

All 2011 graduates of the Missouri State Highway Patrol Academy and other officers subject to the annual in-service training requirements received specific training on DWI case law precedent and procedures from the perspective of an experienced legal representative of the Department's Transportation Section.

• Department Presentations at Local and National Conferences:

2011 Missouri Bar Solo and Small Firm Conference
Charles Gooch, Managing Counsel—DWI Law and DWI Courts
June 9 - 11, 2011, Osage Beach, Missouri

2011 Missouri Municipal & Associate Circuit Judge Association Conference
Charles Gooch, Managing Counsel—DWI Law; DWI Courts; Limited Privileges
May 25 - 27, 2011, Osage Beach, Missouri

DWI Court Training (for Missouri DWI Court Certification)
Charles Gooch, Managing Counsel—DWI Court-issued Limited Privileges
April 14, 2011, Springfield, Missouri
May 26, 2011, Columbia, Missouri
August 29, 2011, Jefferson City, Missouri

National Governors Association Stakeholder's Presentation on Impaired Driving
Charles Gooch, Managing Counsel—DWI processes and license consequences
March 25, 2011, Springfield, Missouri
August 23, 2011, Lee's Summit, Missouri

2011 AAMVA Workshop and Law Institute
Charles Gooch, Managing Counsel—Missouri Ignition Interlock experience
April 5 - 7, 2011, Austin, Texas

2011 Missouri Police Chiefs Association Police Clerks Conference
Charles Gooch, Managing Counsel—Administrative DWI processes
May 2 - 6, 2011, Osage Beach, Missouri

MADD DWI Toolbox Training
Charles Gooch, Managing Counsel—The Department's Role in DWI efforts
June 2 - 3, 2011, St. Louis, Missouri

RESULT:

Training sessions presented featured the Department of Revenue's role statewide in alcohol and drug-related traffic offenses and license sanctions, including new efforts to target repeat and high BAC offenders. Such training reached hundreds of stakeholders in these efforts, including attorneys, judges, law enforcement officers and clerks; court personnel, treatment providers and citizen advocacy groups. These efforts help foster good will between various stakeholders in the process with the goal of more efficient processing of DWI offenses in the state of Missouri and implementation of sanctions.

- DOR "Traffic Notes" Newsletter — A May 2011 edition was produced. The issue covered the upcoming 2011 DOR Seminars, Legislative Update, Case Law Update, and information on how to access further information regarding DWI laws and appeal processes. The newsletter was published in a six-page format with photographs and distributed in all 114 Missouri counties to over 1,600 judges, prosecuting attorneys, and law enforcement and court personnel.

RESULT:

Over 1,600 judges, prosecutors, law enforcement and court personnel were provided with updated information and instruction on new DWI laws and court cases, and information on how to access further assistance and training.

- Attorney and Hearing Officer Training—Seminars Attended

1. 2011 Missouri Department of Revenue Impaired Driving Seminar, June 16 -17, 2011, Jefferson City, Missouri

This was our fourth-annual two-day training seminar conducted for Department attorneys and hearing officers, and was attended by all Transportation Section attorneys from the Jefferson City, Kansas City and Clayton offices. Individual training sessions included Ethics in Civil Practice (The Honorable Carol England, Callaway County Circuit Judge); Ethical Considerations for Administrative Hearing Officers and the Missouri Attorney Disciplinary Process (Nancy Ripperger, Office of Chief Disciplinary Counsel); Approved Missouri Breath Testing Devices (Robert Welsh and Tracy Durbin, Missouri Safety Center); Impaired Driving Case Law Update (James A. Chenault, III, Senior Counsel); Boating While Intoxicated (BWI): Validation of New Standardized Field Sobriety Tests; SFST Update (Nick Humphrey, Administrator Criminal Investigation Bureau (CIB) and Deputy Mark Winchester, Boone County Sheriff's Dept.); Legislative Update; H.B. 1695-DWI Courts and Limited Driving Privileges; Administrative Hearing Processes (Charles L. Gooch, Managing Counsel); NMVTIS and How to Interpret a Motor Vehicle History Report; Liens, Title Brands; Declaratory Judgment; Manufactured Homes and Conversion (David Goring, Legal Counsel); Preserving the Record for Appeal in the wake of the White and Chamberlain decisions (James A. Chenault, III, Senior Counsel, and Jonathan Hale, Appellate Counsel); and Open Forum—Trial Practice Issues and Procedure (Chastidy Dillon-Amelung, Senior Counsel, Facilitator). This course was approved for 10.2 hours of Continuing Legal Education (MoCLE) credit for Missouri attorneys.

2. 23rd Annual Symposium on Alcohol and Drug Impaired Driving Enforcement, July 11 - 13, 2011, Palm Beach Gardens, Florida

This annual training was presented by the Institute of Police Technology and Management and attended by one Department Senior Counsel. The training provided extensive and broad based DWI training with a national perspective for law enforcement and prosecutors. Topics included DWI law updates; blood alcohol testing processes and devices; NHTSA regulations; courtroom testimony for law enforcement; and Standardized Field Sobriety Testing (SFST) training.

RESULT:

These sessions provided the unique opportunity for training in a national forum by law enforcement officers and officials from around the United States, on a variety of issues dealing with the prosecution of impaired driving cases.

3. MythBusting DWI, September 14 - 16, 2011, Kansas City, Missouri

Geared toward law enforcement officers and state prosecuting attorneys, topics covered SFST administration; evidentiary breath and blood testing defense claims; and current probable cause determination issues.

RESULT:

These sessions, provided by the Missouri Office of Prosecution Services and attended by five Department attorneys from all three offices, focused on going behind common defense attorney myths regarding DWI enforcement and probable cause development, standardized field sobriety test administration, and evidentiary breath testing, and provided a unique opportunity for our staff attorneys to learn and offer input in the training.

4. MOPS DWI and Traffic Safety Conference, June 8 - 10, 2011, Osage Beach, Missouri

A comprehensive and invaluable training program presented annually by the Missouri Office of Prosecution Services, geared toward prosecutors and law enforcement, featuring local and national presenters.

RESULT:

Eight staff attorneys with the Department received law enforcement training on DWI enforcement for both alcohol and drug related traffic offenses.

5. 4th Annual Bernard Edelman DWI Law & Science Seminar, July 22 - 23, 2011, Osage Beach, Missouri

An annual program sponsored by prominent DWI defense attorneys from around the state of Missouri. The focus of the training was primarily how to handle legal defense representation of alcohol and drug impaired drivers both at the administrative and criminal levels. The goal was to instruct defense attorneys on how to avoid both criminal and civil consequences resulting from a DWI arrest.

RESULT:

A Department staff attorney was able to monitor sessions and gather materials provided to assist DWI defense attorney in undermining the prosecution of DWI offenders. This was a unique opportunity to see what new defense strategies were being implemented and encouraged this year, so we as prosecutors of alcohol-related traffic offenses may be better prepared to meet such challenges.

Equipment/Supplies—Administrative Alcohol Hearings/Trials de novo

1. Purchased three (3) 2011 Missouri Legal Directories (CD-R), for use by Transportation Section attorneys and staff to reference current contact information for Missouri attorneys, judges and court personnel.

RESULT:

The directories are being utilized to provide up-to-date contact information for attorneys, judges and courts statewide, in an effort to keep our mailing list for our Traffic Notes newsletter and training materials current, and to confirm the identification of new judges and court clerks.

Purchased a dedicated, heavy-duty binder for preparation of required appellate and trial court briefs, records and pleadings.

RESULT:

The purchase of the binder has greatly increased the Department's ability to produce a professional product that is in compliance with civil rules applicable for appellate filings in all Missouri Courts of Appeals. We expect to be using this device for many years in the future.

FUNDING:

\$20,800.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Accident Investigation Training

PROJECT NUMBER:

11-AI-04-2

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Ms. Leigh Ann Falter

PROJECT DESCRIPTION:

The Missouri State Highway Patrol Academy will offer the following training programs:

Basic Crash Investigation
Advanced Crash Investigation
Crash Reconstruction
Crash Reconstruction Retraining
Crash Investigation I

The Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Basic Crash Investigation, Advanced Crash Investigation, Crash Reconstruction, Crash Reconstruction Retraining, Motorcycle/Pedestrian Crash Investigation, Commercial Vehicle Crash Investigation, Energy Methods & Damage Analysis in Crash Reconstruction, Radar Operator, Radar Instructor, DWI Detection, Blood Alcohol Content (BAC) Type II and Type III, Standardized Field Sobriety Testing (SFST), SFST Instructor, Emergency Vehicle Operations Course (EVOC), and EVOC Instructor. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

When budgets are cut, it is often training that gets cut first. Many law enforcement departments, large and small, are better able to train their people in specialized areas (those areas where only a select few within the department receive formal training) when the cost is not prohibitive. By receiving assistance in tuition support from the Highway Safety Division, the Academy is able to offer specialized courses at a reduced rate without losing the quality that the Academy demands and the MoDOT Highway Safety Division expects.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training such as passage of new laws, procedural changes, etc

GOALS AND OBJECTIVES:**GOAL:**

The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state.

OBJECTIVES:

1. Provide quality police training to law enforcement personnel from the State of Missouri in areas directly affecting safety upon the state's highways.

2. Provide quality training to instructors at the Law Enforcement Academy so they can continue to effectively train law

enforcement personnel from agencies throughout the state.

3. Supply students with educational equipment and supplies to assist them in learning the techniques covered in class;
4. Make training related to highway safety issues available to small law enforcement agencies with limited training budgets, who encounter traffic safety problems in their community.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Training Division of the Missouri State Highway Patrol had a successful year. The Academy conducted five different crash investigation courses with the assistance of Highway Safety funds. A total of 260 students attended these courses and POST continuing education hours were awarded in all of the courses presented. The course and actual number of students attending each one is as follows: Basic Crash Investigation - 196, Advanced Crash Investigation - 22; Crash Reconstruction - 17; Crash Reconstruction Retraining - 16; and Commercial Vehicle Crash - 9.

FUNDING:

402 / 20.600: 62,945.50

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Impaired Driving Program

PROJECT NUMBER:

11-AL-03-1

PROGRAM AREA:

03

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Jackie Rogers

PROJECT DESCRIPTION:

Information materials and educational programs will be used to reach the public regarding impaired driving in order to reduce deaths and injuries resulting from alcohol/drug related traffic crashes.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri roads, especially those resulting in death or disabling injury. In the 2006-2008 period, 489,219 traffic crashes occurred in the State. Of those, 0.6 percent resulted in a fatality and 3.6 percent involved someone being seriously injured. During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured.

It is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than the above statistics indicate.

GOALS AND OBJECTIVES:

The objective of this in-house memo project is to increase awareness of the impact of drinking and driving among Missouri drivers.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and

- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The activities listed below took place utilizing funding associated with this contract:

- Lodging and travel expenses for the impaired driving coordinator to attend DWI Court Training, International Association of Chemical Testing Conference, MADD DWI Toolkit training, DWI/DRE Conference, Ignition Interlock Symposium, and Mythbusting DWIs for Prosecutors;
 - Covered expenses to send a speaker to the GHSA conference to address the issue of blood draws in DWI cases; and
 - Purchased 25 PBTs to distribute to local law enforcement agencies participating in quarterly DWI efforts.
-

FUNDING:

\$40,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

SFST Coordination

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Missouri Safety Center

PROJECT NUMBER:

11-154-AL-92

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Law Enforcement

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will coordinate the SFST program administration and implementation statewide. This will include maintaining a statewide coordinator, a certified NHTSA instructor, and the oversight of training conducted in the area of impairment detection. It will also include increased training efforts to accommodate all officers who need the basic, update or refresher training. This will allow for additional SFST instructors to be certified to conduct localized training at the academy and department levels where needed. The state coordinator will also be responsible for providing updated information to all current SFST instructors when available, monitoring programs being taught for compliance with NHTSA curriculum, and keeping the legal section of the program up-to-date.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2006-2008, of the 489,219 traffic crashes, 2,716 were fatal and 17,465 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,048 people and 22,826 serious injuries.

During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 824 people killed in alcohol and other drug-related traffic crashes, 519 were the intoxicated driver/pedestrian and 305 were some other involved party. Of the 3,889 seriously injured, 2,353 were the intoxicated drivers/pedestrians while 1,536 were other persons in the incidents.

Since the mid-1970s, the National Highway Traffic Safety Administration (NHTSA), with the cooperation and assistance of the law enforcement community, has conducted research that resulted in the development of a battery of three standardized field sobriety tests (horizontal gaze nystagmus, walk-and-turn, and the one leg stand) to assist police officers in detecting impaired drivers. Training in how to conduct the tests is included in the NHTSA course DWI Detection and Standardized Field Sobriety Testing.

In 1986, the Advisory Committee on Highway Safety of the International Association of Chiefs of Police (IACP) passed a resolution which recommended that law enforcement agencies adopt and implement the field sobriety testing training program developed by NHTSA. As the program has grown, it has become apparent that in order to ensure continued success, nationally accepted standards must be established. These standards, which establish criteria for the selection and training of SFST practitioners, would help ensure the continued high level of success of the SFST program.

In Missouri, the need continues for coordination of the SFST program. Inconsistencies may still exist in the various versions of curriculum being used, the instructions being taught or actual field administration of SFST. The accepted SFST standard should be the most current NHTSA curriculum that incorporates the latest Missouri case law into the legal section. In 2005/2006 the Missouri Safety Center, under direction from MoDOT's Highway Safety Division, established a statewide SFST Coordinator and began coordination of the statewide effort. During that process many issues had to be addressed including the ability to update and standardize older curriculums and basic training. Field officers enforcing DWI laws in Missouri must have demonstrated skill levels as identified in the NHTSA curriculum. This action would also allow for continuation of this service to local/county/state law enforcement officers and increased DWI enforcement under Missouri's Blueprint for

Roadway Safety.

GOALS AND OBJECTIVES:

Goal:

The goal of this project is to provide SFST program coordination and technical assistance to law enforcement across the state.

Objectives:

1. Using the latest NHTSA curriculum, and supplementing with current Missouri case law in the legal section, develop and maintain a master curriculum and provide it to all current SFST Instructors.
2. Provide update workshops to SFST instructors across the state that are not current but wish to continue training.
3. Offer new instructor training courses for a limited number of instructors, providing the training in regional locations around the state.
4. Establish a database of certified SFST Instructors in Missouri.
5. Establish a database of all field officers who are trained through the 24-hour SFST course or are updated to the 24-hour level from 16- or 20-hour programs.
6. Provide, as requested, subject matter training to officers of the court on handling SFST in their cases.
7. Maintain a support system that provides updates to trained field officers as needed.
8. Provide technical expertise and quality assurance for MoDOT funded impaired driving programs.
9. Print the revised version of the Law Enforcement Guide to Detecting and Apprehending Impaired Drivers pocket field guide and distribute to Missouri law enforcement officers.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The SFST Coordinator maintains an email list of all SFST Instructors (181) and practitioners (15,981). The coordinator sends out notices and updates as needed and when appropriate. The NHTSA - HS 178 R2/06 materials are currently being provided to instructors in the state. The coordinator is a member of the SFST/DRE Advisory Board that meets four times a year.

Below is a list of accomplishments during this grant year:

- One SFST Instructor course was held training 21 officers;
- Five SFST Refresher courses were held training 72 officers;
- Nine Basic SFST courses were held training 101 officers;
- One SFST Update course held training 152 officers;
- SFST Coordinated assisted with the Springfield DRE Training; and
- Attended three Impaired Driving Subcommittee meetings.

FUNDING:

154 AL / 20.607: 137,005.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Safety Resource Prosecutor

PROJECT NUMBER:

11-154-AL-110

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO Office of Prosecution Services

AGENCY CONTACT:

Ms. Susan Glass

PROJECT DESCRIPTION:

This project will provide continuing legal education programs, consultation and assistance in complex prosecutions, technical assistance, and other resources to Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute violations of Missouri's traffic safety laws. The Missouri Office of Prosecution Services received contracts from the Division of Highway Safety to fund the Traffic Safety Resource Prosecutor project in fiscal years 2005, 2006, 2007, 2008, 2009, and 2010. The MOPS office will continue this project for the upcoming fiscal year.

A) **PERSONNEL:** MOPS will provide an experienced attorney to act as the Traffic Safety Resource Prosecutor and to provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, this attorney will serve as a liaison with relevant committees, task forces and victim advocacy groups.

The salary has been determined commensurate with experience and in line with the salaries of other resource prosecutors in the office. The request for fiscal year 2011 will be \$70,000 through June 30, 2011, plus any increases approved by state legislative action for fiscal year 2012, effective July 1, 2011, which will be estimated at a 5% increase. Fringe benefits are estimated according to the Office of Administration guidelines but are subject to change during the fiscal year.

This attorney will provide technical assistance and serve as a consultant to Missouri prosecutors and law enforcement officers through telephone assistance, email, and personal visits to prosecutor offices as necessary. For this reason, the supporting budget will include amounts for general operations including, but not limited to, phone charges, office and training supplies, equipment, postage, and professional dues.

This attorney will remain current on traffic safety issues and problems in Missouri and nationally by visiting prosecutor offices, attending task force and committee meetings, attending local and national traffic safety conferences, and attending meetings with local and national traffic safety partners. For this reason, the supporting budget will include amounts for travel including, but not limited to, attendance at conferences within Missouri, visits to local prosecuting attorney's offices, attendance at task force and committee meetings, assistance in training at Missouri DRE schools, assistance with other prosecutor or law enforcement training, participating in the MAPA statewide and Elected Prosecutor training, attending national traffic safety conferences, attending meetings of the National Association of Prosecutor Coordinators, and attending meetings of Traffic Safety Resource Prosecutors from around the nation.

B) **TRAINING PROGRAMS AND EQUIPMENT:** MOPS will provide continuing professional education programs for Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute traffic safety violations. This will include both basic training for new prosecutors and advanced training to improve the ability to investigate and prosecute more complex cases. The potential training audience will be county prosecuting attorneys and staff, full time municipal prosecutors, law enforcement officers, circuit, associate circuit and municipal judges, and other related traffic safety personnel. The training offered may include, but will not be limited, to:

- 1) a general traffic safety conference available to all Missouri prosecutors and law enforcement officers as well as other traffic safety organizations and professionals;
- 2) a trial advocacy program focusing on complex traffic safety prosecutions which will consist of lectures on effective prosecution techniques, particularly focusing on impaired driving issues;
- 3) a "Protecting Lives, Saving Futures" course for newer prosecutors and law enforcement officers covering basic issues of DWI enforcement and prosecution, and focusing on building relationships and improving communication between

prosecutors and officers;

5) A DRE and SFST Recertification and Refresher Workshop;

4) In-service workshops, scheduled as needed or upon request, for prosecutors and law enforcement officers; and

6) additional workshops or conferences focusing on new or emerging issues, scheduled as necessary.

Registration fees may be charged for some or all of these programs to cover costs not payable from federal funds.

Examples of costs include meeting room expenses, rental of A/V equipment, meals, breaks, conference materials and supplies, MOPS staff expenses, speaker fees and travel expenses. Additionally, funds are sought to offer scholarships for attendance at training programs for agencies that have limited training budgets including, but not limited to, the Missouri State Highway Patrol and the Missouri Department of Revenue.

C) REFERENCE MATERIALS: A major goal of the Traffic Safety Resource Prosecutor Project is to produce and provide quality, up-to-date legal materials to assist prosecutors, law enforcement officers and other traffic safety professionals to more effectively investigate and prosecute traffic safety cases. This will include a newsletter, to be published up to six times per year, with case law, administrative and legislative updates, development of PowerPoint and other computer based training in the area of traffic safety, and a DWI and Major Traffic Safety Offense manual. This may also include the purchase of manuals or other reference materials that may be necessary. This may also include the purchase of transcripts of trials or hearings where new or emerging issues were dealt with or relevant expert testimony was presented. The supporting budget will include amounts for reference materials including, but not limited to, the printing of newsletters and other reference materials, the distribution of reference materials, and the purchase of manuals or other materials.

D) TRAFFIC SAFETY LIAISON ACTIVITIES: The Traffic Safety Resource Prosecutor will also act as a dedicated liaison between the state's prosecutors and the traffic safety community to work for better coordination in the investigation and prosecution of traffic safety violations. It is assumed that no additional resources will be required for these activities.

PROBLEM IDENTIFICATION:

Missouri loses approximately 900 people every year in traffic crashes, many of these fatalities are alcohol-related. After Missouri reached its goal of reducing crash fatalities to 1000 or fewer by 2008, a new goal was set to reduce crash fatalities to 850 or fewer by 2012. This goal is clearly attainable, but significant work will need to be done to get there. One effective strategy for reducing these fatalities is to deter the behavior that causes them—driving while intoxicated, speeding, and failing to wear safety belts. One way to deter such behavior is effective prosecution of those who commit these and other traffic safety offenses.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Prosecutors often do not have technical expertise in these areas or access to necessary resources.

In contrast, a highly specialized DWI defense bar has developed in Missouri. Because DWI defendants are often willing to spend thousands of dollars to defeat DWI charges, the defense bar has access to training and resources that are out of the reach of most prosecuting attorneys.

Thus, there is a need in Missouri for an accessible source for training, information and other resources on impaired driving and other traffic safety issues. This training needs to be consistent, continual and progressive.

The Traffic Safety Resource Prosecutor Project has provided the necessary training and resources. It is important to continue this project as new issues and challenges are raised almost daily in the prosecution of impaired driving offenses. Moreover, due to high turnover rates in prosecuting attorney's offices, there is a constant stream of new and inexperienced attorneys handling impaired driving cases.

GOALS AND OBJECTIVES:

The goal of this project is to provide continuing legal education programs, consultation and technical assistance to prosecutors and law enforcement in the state.

Objectives:

1. Conduct minimum of ten (10) training programs for Missouri prosecutors and law enforcement officers.
2. Publish up to six (6) editions of Traffic Safety News.
3. Develop and publish a DWI/Traffic Safety Offense Manual.
4. Provide technical assistance as requested.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The effectiveness of the training provided.

Participants in all training programs will be asked to complete evaluations to rate the effectiveness of the training provided. In addition, the success of this project may be judged on the extent to which multiple jurisdictions around the state are being reached. Records of all persons attending training will be maintained. POST and CLE accreditation will be sought for all training. A log will be kept of all persons requesting technical assistance and/or reference materials.

RESULTS:

This contract was closed out in April of 2011 because NHTSA came down with a ruling that 154/164 funding cannot be used for drug-impaired driving initiatives. Therefore, a new contract was created (Project #11-K8-03-118) using Section 410 funding. The annual report can be found with that project.

FUNDING:

154 AL / 20.607: 174,957.41

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

MADD Court Monitoring Project

PROJECT NUMBER:

11-154-AL-97

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Mothers Against Drunk Driving

AGENCY CONTACT:

Ms. Phaedra Marriott

PROJECT DESCRIPTION:**TASKS:**

In order to measure program objectives, MADD Missouri State will implement the following activities:

1. Compile pertinent statistical information on the handling of DWI cases;
2. Provide feedback to the Highway Safety Division about the effectiveness and enforceability of the current DWI laws;
3. Make the courts aware of the public's scrutiny of DWI case results;
4. Inform the public of the trends in DWI enforcement through the judicial system; and,
5. Notify appropriate agencies, media, and public about the correlation of raising the DWI conviction rate and lowering the alcohol fatality and injury crashes in those monitored counties.

MADD Missouri should attract support and help in this project from other segments of the community (e.g. college and law school students). Senior citizens, who represent a large untapped volunteer pool, should also be approached. By harnessing volunteer support from several areas, MADD Missouri will track a substantial number of cases in the targeted counties. Recruiting and training members of volunteer organizations is critical to placing people in the courtrooms. Community members and volunteers participating in the court monitoring project will help to ascertain whether court monitoring is effective in reducing alcohol-related fatalities. Their monitoring of the sentences handed down will show whether the appropriate sentences for impaired driving have been adjudicated.

For 2010 - 2011 the MADD Missouri Court Monitor project will focus on and monitor the counties with a conviction rate at or below 23.0% on Highway Patrol arrests. This is an increase of 1.5% from the previous rate of 21.5%. Those counties are: Cass, Jackson, Jefferson, Lincoln, Pike, St. Louis, Ste. Genevieve, Dade, Hickory, McDonald, Madison, Harrison, Worth, and Phelps.

TRAINING:

MADD Missouri State will use the court monitoring training kit developed by MADD National for use with this project. The kit will consist of a CD-ROM, video, how-to manual, notebook, and forms. The Program Specialist will use these training materials to train the volunteers how to monitor DWI courts, document relevant case information, and collect public record data. The volunteer will be given access to the national on-line course after completing the state training.

MONITOR DWI CASES IN ALL COURTS:

Volunteer court monitors will observe in their assigned counties at all pertinent phases of the trial or criminal/administrative process. They will record the disposition of each case as well as note the original charge and whether or not the conviction was based on the original charge or a lesser-included crime. They will also note any plea offers in the court. The program will follow each defendant from arraignment through the post-conviction process: jail, probation and/or appeals. This method allows a comprehensive observation of the entire judicial process, including prosecutors, defense attorneys, evidence collected and testimony given by law enforcement officers as well as judicial conduct both in the courtroom and during sentencing. It also allows a post-courtroom look at how the system works following adjudication.

Each volunteer monitor will fill out a worksheet (reporting form) that will be turned into the project program specialist.

DATA COLLECTION:

Following cases in this manner will allow trends to become readily apparent and also show differences in jurisdictions. Issues to address include the effects of court monitoring on:

- The basic disposition of DWI cases (guilty, dismissed, not guilty, guilty of some other offense, amended to a non-moving violation);
- The sanctions imposed;
- How the effect may vary by whether judges are appointed versus elected (i.e. pleas at arraignment, pleas at subsequent appearances, plea bargains, summary judgments, jury trials, deferred judgments);
- Disposition by BAC at time of arrest or refusal;
- Disposition by prior record;
- How the defendant is handled by the system after conviction; and other issues that will evolve through discussions with the expert panel.

PROJECT PERSONNEL:

Program Specialist (Project Director): Bud Balke will oversee all aspects of the court monitoring project, including recruiting, training, and supervising court monitoring volunteers; gathering baseline data, compiling written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, court monitoring and writing and submitting progress and final reports. He will obtain the monthly project transaction reports, submit the monthly contract reimbursement vouchers, and final year reimbursement reports. Mr. Balke covers the state except for the Saint Louis area.

Program Specialist: Michelle Hudgens will oversee and participate in court monitoring in the Saint Louis metro area, which includes Lincoln, Pike, Warren, Jefferson, Ste. Genevieve, Franklin and St. Louis counties. Mrs. Hudgens will recruit, train, and supervise volunteer monitors; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, and court monitoring.

SPECIFIC TASKS:

MADD Missouri has identified and outlined specific goals for the past 5 years that Highway Safety has funded this project;

Year 1: Hired Project Program Specialist, identified 14 counties at or below 20.0% for the first year, trained 30 volunteers, court monitored 13 counties and reassessed monitoring of Jackson, Clay and St. Louis counties for 2nd year of the funding. Gathered baseline court data, submitted progress reports and end of year success report.

Year 2: Began monitoring of Jackson, Clay and St. Louis counties and trained 10 MADD volunteers during 2nd year. Continued to monitor other 11 counties and identified 5 more counties with less than 20% DWI conviction rates. Continued to gather baseline court data, submitted progress reports and submitted end of year success report.

Year 3: Began monitoring of five new counties. Continued to gather baseline court data, submitted progress reports and submitted end of year success report. Trained 15 volunteers during third year. Continued to monitor other targeted counties.

Year 4: Began monitoring of 5-new counties. Continued to gather baseline court data, submitted progress reports and submitted end of year success report. Trained five volunteers during this period. Shared with safety advocates nationwide DWI saturation weekend results for Lake of the Ozarks area with static display. Continued to monitor other targeted counties.

Year 5: Began monitoring of thirteen counties with conviction rates at or below 21.5% from a 3-year average of 05-06-07. Trained three volunteers during this period. Continued to monitor the previous selected and targeted counties.

The goal of this project for 2010-2011 will be based on the following time scale:

Month 1: Distribute the previous years data to involved and interested parties or agencies as well as the media.

Month 2-4: Collect and submit all information for holiday projects or special alcohol enforcement projects for media debut.

Month 4-6: Recruit/Train volunteers, submit progress report to MoDOT, Highway Safety Division.

Month 3-11: Monitor Courts/Collect Data.

Month 4: Progress Report for first quarter due to MoDOT, Highway Safety Division on or before the 15th.

Month 7: Progress Report for second quarter due to MoDOT, Highway Safety Division on or before the 15th.

Month 10: Progress Report for third quarter due to MoDOT, Highway Safety Division on or before the 15th.

Month 12: Analyze data and prepare final report and submit

A computerized tracking system is the most effective method of compiling statistical information and providing feedback to the state legislators/safety advocates on the effectiveness and enforceability of the current DWI laws. The systematic documentation that a case-tracking database provides also gives credibility to the court-monitoring program. Courts cannot claim that any organization conducting court monitoring is changing results when the information is systematically recorded into a database. The utilization of a case-tracking database has proven a powerful tool to tighten up a lenient county court or municipal courts system. The database reports show a change in the behavior of the prosecutors and judges as fines and jail sentences have increased and dismissals have decreased.

Following the conclusion of the project, a final report will be delivered to the project director of MoDOT, Highway Safety Division, documenting the project activities and reporting the effects of the court monitoring/partnership program in each community and overall. A Case Study Report citing the daily operations and details in each community will also be submitted. The report will set out what components of monitoring worked and what did not work and why. The final report will also conclude whether court monitoring is an effective tool to reduce the number of alcohol-related fatalities in the communities monitored.

MADD DWI Toolkit

MADD will provide a one and a half day training seminar in the St. Louis area for local law enforcement officials, firefighters, paramedics, judges, prosecutors, victim advocates, and those involved with the arrest and/or prosecution of a DWI arrest and/or the drunk driving crash. The training will include speakers who will cover the common mistakes that are made when investigating at crash scene, making an arrest, and prosecution of the impaired driving case.

PROBLEM IDENTIFICATION:

The mission of Mothers Against Drunk Driving (MADD) is to stop drunk driving, support victims of this violent crime and prevent underage drinking.

The DWI conviction rate for the Missouri Highway Patrol (only) cases, as of April 13, 2010, is 41.7% on 9,427 arrests. The BAC conviction rate is 4.3% with a combined total of 46.0%. The areas of concern are those with a low DWI conviction rate, low BAC conviction rate or high SIS (suspended imposition of sentence) rate.

For 2010 - 2011 the MADD Missouri Court Monitor project will focus on and monitor the counties with a conviction rate at or below 23.0% on Highway Patrol arrests. The conviction rate of 23.0% is an increase of 1.5% from the previous rate of 21.5% in 2007. The counties are: Cass, Jackson, Jefferson, Lincoln, Pike, St. Louis, Ste. Genevieve, Dade, Hickory, McDonald, Madison, Harrison, Worth and Phelps counties.

Comparing 2009 Missouri alcohol related total crashes to the start of this project in 2004 the alcohol related total crashes shows a decrease of 0.14% of alcohol related crashes of the total counties monitored.

In 1990 the National Highway Safety Administration (NHSTA) examined court monitoring in the state of Maine (Impact of Court Monitoring on DWI Adjudication, December 1990, DOT HS 807 678). The results showed that court monitoring is an effective tool to affect the adjudication process. In cases where court monitors were present, the conviction rates of DWI/DUI offenders were higher by ten percent and the case dismissal rates were lower by seventy percent. Cases that were monitored showed that an individual's refusal of a BAC test resulted in a higher conviction rate of approximately twenty five percent over refusal cases that were not monitored. The overall case rate dismissal was nearly ninety percent lower. The study noted that the effects on sentences, in terms of strictness and adherence to the limits set out in statutes, were greatest for drivers with blood alcohol levels (BAC) between .10 and .11 and in cases where the driver had refused a BAC test when monitors were in the courtroom. This was especially true for first time offenders.

Previously MADD conducted a Memorial Day Holiday project on 2006, 2007, and 2008. MADD observed a 50% DWI conviction rate of these specific cases. A new project, if funded, will be the 4th of July Holiday 2011 period. The counties of St. Louis and Cole are the selected targets for this holiday project.

In addition, MADD Missouri conducted a court monitoring project of the weekend DWI saturations at the Lake of the Ozarks by the Missouri Highway Patrol for 2007 and 2008. The results were highlighted with a static display at the Lifesavers conference in Nashville, TN in March 2009. The conviction rate was 6% higher than the statewide average of 44.0%. Subsequently the main volunteer of the project was selected as the MADD National Court Monitor Volunteer of the Year for 2009.

In court monitoring programs, volunteers observe, track, and report on court activities related to impaired driving cases. Ideally, they follow cases from arrest through disposition, recording the proportion of cases that are dismissed or reduced down to lesser offenses, the rate of convictions, the sanctions imposed, and whether the sanctions are carried out. Studies of court monitoring programs indicate that monitored cases produced higher conviction rates and stiffer sentences than cases not monitored. Court monitors are able to draw attention to the system's shortcomings.

Conviction rates for impaired driving vary widely from state to state, indicating failures and inconsistencies in case processing systems. The most current study from "It's Time to Get MADD All Over Again - Resuscitating the Nations Efforts to Prevent Impaired Driving" 2002, showed that Connecticut reported in 1998, 72 percent of DWI arrests were adjudicated "other than guilty." By contrast, California reported that 72 percent of DWI arrestees were convicted in 1998.

Court monitoring has also proven to be a highly effective method of creating ongoing productive discussions between citizens and the judiciary. This makes the courts more accountable to the communities they serve. This dialogue often serves to advance improvements such as identifying shortcomings in the system, recommending solutions and advocating for change in the court system and procedures. MADD Missouri believes that previous court monitoring has empowered/encouraged a number of judicial circuits to consider Drug/DWI courts for their particular area and to begin implementing those processes.

GOALS AND OBJECTIVES:

GOAL:

The goal of the court-monitoring program is to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants and offer solutions.

OBJECTIVES:

MADD Missouri State will measure the success of this goal through the following outcome objectives:

1. Compare baseline data with outcome data to determine whether the presence of monitors increased the conviction rates of DWI offenders;
2. Observe the alcohol fatality and injury rates to determine if conviction rates improve as alcohol fatality and injury crashes decrease in those monitored counties using information from the traffic studies and traffic engineers;
3. Place monitors in courts to record court action from arraignment through post-conviction and to see if presence of monitors will cause a decrease in the DWI case dismissal rate;
4. Place monitors in courts to determine if careful monitoring will bring about an increase in the sentence length for DWI offenders.
5. Provide one and a half day training seminar in the St. Louis area for law enforcement officials, firefighters, paramedics, judges, prosecutors, etc.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory

justification is provided.

RESULTS:

The counties that MADD Missouri monitors are calculated by looking at the standard DWI prosecution/conviction rate, BAC ratio, and use of suspended imposition of sentence (SIS) using the Missouri State Highway Patrol arrests for the previous year. In 2011, the state experienced an increase from fourteen counties to nineteen counties that are at or below 23 percent DWI/BAC conviction rates. One of the main reasons for the decrease in conviction rates is a result of the forty-one new prosecutors who took office on January 1st. These new prosecutors were responsible for all the non-adjudicated DWI cases left by their predecessors. The nineteen counties were notified by their own prosecutors association that MADD will be concentrating on their DWI/alcohol cases.

The MADD Missouri court monitor project saw a huge success in working to unveil approximately 3,400 missing dispositions in the Jefferson County Municipal Courts system. Some of these were later found with new case numbers assigned to previous warrants. It took a long time to sort through all of the cases; however, this overview was very advantageous and worthwhile. There were changes in prosecutorial/judicial positions and MADD MO has been assured by OSCA, DOR, the county courts system and the Missouri Highway Patrol that folks are now watching and observing to make sure this doesn't repeat itself in the Jefferson County Municipal Court.

MADD MO Court Monitor has reported isolated and rare occurrences of elected/selected official misconduct resulting in judicial/DWI/drug court position changes and in ignition interlock franchise closures.

The MADD Gateway Chapter interviewed fifteen attorneys, law students and undergrads in the spring of 2011. Ultimately, nine people were trained, and eight were chosen to participate in the summer long MADD St. Louis County and City Municipal Court Project. MADD Gateway reached out to several St. Louis area schools including Saint Louis University, Washington University, University of Missouri - St. Louis, Webster, Lindenwood and Fontbonne. Thanks in part to the new Municipal Court project, MADD Gateway now has a continuing relationship with the University of Missouri - St. Louis Criminal Justice Department and hope to retain many more interns from their department in future.

The MADD Gateway Court Monitor created a training program for all new interns. The program consisted of a PowerPoint presentation and a full day of shadowing a veteran court monitor. The PowerPoint presentation covers courtroom etiquette, all pertinent criminal laws, basic criminal procedure and reporting requirements. The interns also received a binder filled with summaries of the new legislation, the pertinent Missouri Revised Statutes, basic criminal procedure and MADD policies.

MADD Gateway started the St. Louis County and City Municipal Court project in 2011. The project was created because of the overall disorganization of the St. Louis Municipal Court system that was brought to light in the 2009 Post Dispatch series "Dodging DWIs". The Municipal Court Project focused on eighteen St. Louis County municipalities and the City of St. Louis Municipal Court. The purpose of the program was to gather data on how municipal prosecutors were handling DWI cases. The MADD Gateway Court Monitor and several interns met with different municipal prosecutors to determine how they were handling DWI offenses and if they were aware of the new changes in the legislation brought about by passage of House Bill 1695.

Overall, the results of the Municipal Court project have been mixed. There were reporting issues within the St. Louis municipalities that House Bill 1695 was aimed at fixing. The new legislation required all municipalities to report their information to the Highway Patrol's central repositories. Issues have arisen because some municipalities report directly to the DWI Tracking System while others still report through the REJIS interface. Since municipalities are not required to submit their information to DWITS, conviction rates are skewed. Additionally, if a DWI is not reported, it cannot be used to enhance subsequent DWI arrests.

Another issue uncovered was that many prosecutors and judges were either practicing criminal defense as a full time job or practiced in another area of law that had little or nothing to do with criminal law. This made for either a conflict of interest or incompetence in the area of DWI law. Court monitors observed that municipal prosecutors, who also had experience as Circuit Court prosecutors, were overall stricter in their sentencing recommendations and were more aware of how the new legislation affected DWI prosecution. Several prosecutors indicated that they were not concerned about conviction rates, and that their main goal is to raise money for their cities through hefty fines.

FUNDING:

\$114,790.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DWI Court Projects

PROJECT NUMBER:

11-154-AL-98

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Office of State Courts Administrator

AGENCY CONTACT:

Mrs. Melissa Kampeter

PROJECT DESCRIPTION:

The Office of State Courts Administrator will continue implementation of the three pilot Driving While Intoxicated (DWI) court programs in the 12th, 20th and 36th Judicial Circuits with possible expansion into other targeted judicial circuits as agreed to by the Highway Safety Division. Courts are identified in conjunction with the Highway Safety Division, based upon the frequency of DWI cases in their jurisdiction. DWI courts are a proven court intervention that act to increase public safety by reducing alcohol related traffic fatalities through court mandated treatment and supervision of DWI offenders.

In addition to expansion of DWI courts, OSCA will provide 3 1/2 day DWI Court Training in cooperation with the National Center for DWI Courts (NCDC), a division of the National Association of Drug Court Professionals. Participating communities must identify a team of professionals who will participate in the training. This program is a team orientated comprehensive training key to the planning and development of a DWI court operating under the Ten Guiding Principles of DWI Courts. Three training programs are planned during this grant period with approximately 21 court teams attending.

The Drug Courts Coordinating Commission has sought to expand stand alone DWI courts that follow specific guidelines for best practices but funding has been limited. The statutorily designed interagency commission will provide oversight for this grant and voted to pursue this grant request at their last quarterly meeting.

DWI courts are dedicated to changing the behavior of the alcohol/drug dependent offenders arrested for Driving While Impaired (DWI). The goal of DWI court is to protect public safety by using the drug court model to address the root cause of impaired driving, alcohol and other substance abuse. With the repeat offender as its primary target population, DWI courts follow the Ten Key Components of Drug Courts and the Ten Guiding Principles of DWI Courts, as established by the National Association of Drug Court Professionals and the National Drug Court Institute.

Unlike drug courts, DWI courts primarily operate within a post-conviction model. In a supported resolution by National Mothers Against Drunk Driving, "MADD recommends that DUI/DWI courts should not be used to avoid a record of conviction and/or license sanctions."

DWI courts utilize all criminal justice stakeholders (judges, prosecutors, defense attorneys, probation officers, law enforcement, and others) coupled with alcohol or drug treatment professionals. This group of professionals comprises a "DWI Court Team," and uses a cooperative approach to systematically change offender behavior. This approach includes identification and referral of participants early in the legal process to a full continuum of drug or alcohol treatment and other rehabilitative services. Compliance with treatment and other court-mandated requirements is verified by frequent alcohol/drug testing, close community supervision and ongoing judicial supervision in non-adversarial court review hearings. During review hearings, the judge employs a science-based response to participant compliance (or non-compliance) in an effort to further the team's goal to encourage pro-social, sober behaviors that will prevent future DWI recidivism (Loeffler, Huddleston & Daugherty, 2005).

DWI Court Best Practices - According to the National Drug Court Institute, there are ten guiding principles to successful DWI courts. The ten guiding principles are listed below; each principle is followed by an explanation of how Missouri courts will address that principle during implementation and ongoing offender management.

GUIDING PRINCIPLE #1 - DEFINE THE POPULATION

The DWI courts will clearly define the target population of the DWI program with distinct eligibility criteria. These potential

participants will have two or more DWI offenses and a clinical assessment showing severe chemical abuse or addiction.

GUIDING PRINCIPLE #2 - PERFORM A CLINICAL ASSESSMENT

The DWI courts will use certified treatment professionals to perform a clinically competent, objective assessment of the impaired driving offender. This assessment will address a number of bio-physical domains including alcohol use severity and drug involvement, the level of needed care, medical and mental health status, extent of social support systems, and individual motivation to change.

GUIDING PRINCIPLE #3 - DEVELOP THE TREATMENT PLAN

The DWI courts will develop a specific treatment plan under the direction of a certified treatment provider to address the substance dependence of each participant offender. A significant proportion of the DWI population also suffers from a variety of co-occurring disorders. Therefore, the DWI courts will carefully select and implement treatment practices demonstrated through research to be effective with the hard-core impaired driver to ensure long-term success.

GUIDING PRINCIPLE #4 - SUPERVISE THE OFFENDER

The DWI courts will use a coordinated strategy and available technologies to closely supervise and monitor participant offenders to protect against future impaired driving.

GUIDING PRINCIPLE #5 - FORGE AGENCY, ORGANIZATION, AND COMMUNITY PARTNERSHIPS

The DWI courts will solicit the cooperation of other agencies, as well as community organizations to form a partnership in support of the goals of the DWI court program to protect against future impaired driving.

GUIDING PRINCIPLE #6 - TAKE A JUDICIAL LEADERSHIP ROLE

The DWI courts will have a judge that will act as the leader of the DWI court program who will have the capability to motivate the DWI court team and elicit buy-in from various community stakeholders.

GUIDING PRINCIPLE #7 - DEVELOP CASE MANAGEMENT STRATEGIES

The DWI courts will provide participant offenders with case management services through a coordinated team strategy and seamless collaboration across treatment and justice systems.

GUIDING PRINCIPLE #8 - ADDRESS TRANSPORTATION ISSUES

The DWI courts will assist participants to plan for transportation alternatives after the loss of their driving privileges. The loss of driving privileges poses a significant issue for DWI court participants. In many cases, the participant solves the transportation problem created by the loss of the driver's license by driving anyway and taking the chance that they will not get caught. With this knowledge, the DWI court will sanction the participant for driving without a license while in the program and caution them against taking such actions in the future.

GUIDING PRINCIPLE #9 - EVALUATE THE PROGRAM

The DWI courts will design and implement an evaluation model with the assistance of the Office of the State Courts Administrator that will be capable of documenting behavioral change in DWI court participants resulting in a reduction in future impaired driving.

GUIDING PRINCIPLE #10 - ENSURE A SUSTAINABLE PROGRAM

The DWI courts will create and implement a strategic plan that includes considerations of structure and scale, organization and participation, and future funding sources.

Evaluation: The Office of State Courts Administrator will monitor the pilot courts and collect performance data similar to the data currently collected for Missouri's drug court programs. A complete copy of the data elements to be collected is available upon request.

Progress reports will be prepared by the OSCA project manager and forwarded to the Highway Safety Division of MoDOT. The final grant report will include process data to help determine the most effective way to implement DWI courts in other interested courts around the state.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2006-2008, of the 489,219 traffic crashes, 2,716 were fatal and 17,465 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,048 people and 22,826 serious injuries.

During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 824 people killed in alcohol and other drug-related traffic crashes, 519 were the intoxicated driver/pedestrian and 305 were some other

involved party. Of the 3,889 seriously injured, 2,353 were the intoxicated drivers/pedestrians while 1,536 were other persons in the incidents.

According to the Missouri Judicial Report Supplement for fiscal year 2009, state municipal courts had 21,981 alcohol/drug-related traffic cases filed and 20,795 disposed with an additional 32,661 pending at the end of fiscal year 2009.

There is no doubt that drinking and driving continues to be a significant public safety issue on Missouri's roadways. In an effort to help hold offenders accountable, Missouri courts need to employ more offender-specific enhanced accountability and management. Over the years, there have been several strategies attempted, from ignition interlock to training. However, national studies show recidivism for DWI courts at around 10%, which is significantly better than other strategies. The Drug Courts Coordinating Commission has requests from the state's drug courts for over \$10 million with only \$5.3 million available to the 115 drug courts. As a result, setting aside funding specifically for DWI courts has not been an option for the Commission at this time. It is important to note that many drug courts do serve some DWI offenders, often because alcohol is one of the multiple drugs utilized by offenders. The National Drug Court Institute considers such courts hybrid DWI courts. The judiciary currently lacks funding to implement DWI courts at this time.

GOALS AND OBJECTIVES:

GOAL:

To reduce the recidivism of DWI offenders and promote public safety for all Missouri citizens that use Missouri's transportation system.

- To continue to implement DWI court programs in at least three targeted judicial circuits, and possibly more, during the grant period.
- To provide DWI Court training in cooperation with the National Center for DWI Courts (NCDC).
- To reduce the recidivism rate for DWI offenders by serving an estimated 60 participants in DWI courts during the grant period.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. Due to DWI legislation passed in 2010, Missouri has added nine new stand-alone DWI Courts in the last year. There are 537 people currently participating in DWI courts in 21 stand-alone county programs (Audrain, Buchanan, Boone, Butler, Cass, Cole, Dunklin, Franklin, Greene, Jefferson, Lincoln, Pike, Montgomery, Osage/Gasconade, Newton, Platte, Ripley, St. Charles, St. Louis County, Stone and Warren) and 32 adult drug court programs that accept DWI offenders. There have been 118 DWI court graduates so far in Calendar 2011 resulting in a program graduation rate of 76.6 percent.

All stand-alone DWI court programs operate under best practices that are laid out in the Guiding Principles for DWI Courts and are dedicated to changing the behaviors of hardcore impaired drivers through the highly successful drug court model that ensures offender accountability through judicial supervision and long-term treatment. There have been four Missouri specific DWI Court training sessions conducted thus far in 2011, resulting in 26 teams that included 212 participants receiving the latest evidence-based training practices from the National Center of DWI Courts (NCDC). Two more sessions are scheduled for November 2011 and April 2012 with at least 12 teams planning to attend.

Like drug court participants, DWI court participants learn to develop self-discipline and the skills to remain sober. They become dependable tax-paying citizens that support their families and contribute to their communities. Of the 81 DWI court participants that graduated successfully from the program between October 1, 2008 and September 30, 2009, only three have recidivated as of June 30, 2011, resulting in a recidivism rate of only 3.7 percent. Research suggests that, over time, recidivism for DWI courts will be close to the 10 percent rate that is being experienced with drug court participants.

FUNDING:

154 AL / 20.607: 294,903.80

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Ignition Interlock Monitor

PROJECT NUMBER:

11-154-AL-91

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will provide a comprehensive monitoring service for the State's ignition interlock program in cooperation with MoDOT's Highway Safety Division to ensure that ignition interlock installers and device manufacturers are in program compliance as outlined in 7 CSR 60-2.010 - 2.060; specifically, monitoring of the ignition interlock installers and device manufacturers through onsite audits, analysis of reports and interaction with the manufacturers, installers, authorized service providers and possibly the operator (any person that operates a vehicle with an ignition interlock device).

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2006-2008, of the 489,219 traffic crashes, 2,716 were fatal and 17,465 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,048 people and 22,826 serious injuries.

During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 824 people killed in alcohol and other drug-related traffic crashes, 519 were the intoxicated driver/pedestrian and 305 were some other involved party. Of the 3,889 seriously injured, 2,353 were the intoxicated drivers/pedestrians while 1,536 were other persons in the incidents.

Keeping impaired drivers off our roadways is a public safety concern. Ignition interlock devices have been proven to be an effective means to prevent offenders from driving their vehicle while under the influence of alcohol, thereby greatly reducing the potential for traffic crashes caused by repeat alcohol offenders. The use of ignition interlock devices ensures the safety of the motoring public by monitoring repeat DWI offenders when their driving privileges are reinstated or while they are driving on a limited or restricted driving privilege.

The Missouri Department of Transportation approves ignition interlock devices that can be used in the state and also oversees the administrative rules that govern the program. It is important to monitor ignition interlock manufacturers, distributors and installers to ensure that the administrative rules are followed for integrity of the program and public safety.

GOALS AND OBJECTIVES:**Goal:**

1. To assure that the ignition interlock installers and device manufacturers serving the State of Missouri are in compliance with 7 CSR 60-2.010 - 2.060.

The Missouri Safety Center will:

1. Monitor the ignition interlock installers in the state based on the most current list of "Missouri Certified Breath Alcohol Ignition Interlock Devices (BAIDD) Installers by City" to ensure compliance with the State guidelines outlined in 7 CSR 60-2.010 - 2.060.
2. Conduct scheduled, unscheduled and under-cover audits/visits on a minimum of 80% of the ignition interlock installers annually.
3. Ensure that the ignition interlock installers and authorized service providers comply with the "Responsibilities of Authorized

Service Providers" (7 CSR 60-2.040).

4. Ensure that the ignition interlock installers and authorized service providers follow the operational requirements outlined in the "Breath Alcohol Ignition Interlock Device Security" (7 CSR 60-2.050).
5. Monitor the suspension or revocation of approval of an ignition interlock device.
6. Monitor the ignition interlock installers and authorized service providers for proper reporting requirements.
7. Provide monthly reports to the Highway Safety Division of MoDOT.
8. Respond to specific requests from the Highway Safety Division of MoDOT.
9. Provide expert testimony for prosecutors and State officials when requested.
10. Provide recommendations to the Highway Safety Division of MoDOT when appropriate.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

A retired law enforcement officer serves as the Ignition Interlock Monitor for the state. Ninety percent of the ignition interlock installation/service centers were monitored during this grant period. The number of installation/service centers varied due to withdrawal by individuals involved in the business and the use of mobile service sites. The centers were monitored to ensure compliance with the state guidelines. In addition, the ignition interlock monitor held in-person and telephone meetings with the ignition interlock manufacturers.

FUNDING:

154 AL / 20.607: 75,020.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Breath Alcohol Lab Operations

PROJECT NUMBER:

11-154-AL-87

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will continue support of the Breath Alcohol Instrument Testing Laboratory. This support will cover three critical areas: 1) training of Type II Supervisors and Type III Operators; 2) breath alcohol instrument maintenance and repair support; and 3) responding to requests from prosecutors for expert testimony on DWI cases when possible.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2006-2008, of the 489,219 traffic crashes, 2,716 were fatal and 17,465 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,048 people and 22,826 serious injuries.

During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 824 people killed in alcohol and other drug-related traffic crashes, 519 were the intoxicated driver/pedestrian and 305 were some other involved party. Of the 3,889 seriously injured, 2,353 were the intoxicated drivers/pedestrians while 1,536 were other persons in the incidents.

Since 1988, the Highway Safety Division has partnered with the Missouri Safety Center to provide training, equipment and technical support to Missouri's law enforcement agencies and officers in the area of DWI Enforcement. Specifically this partnership has provided advanced technology breath test instruments, training of field officers as both Type II and Type III's, maintenance of instruments and support equipment and field support for expert testimony in court. During the past 20 plus years the program has accomplished a reduction in the number of certified instruments from 11 to 3 statewide, established a standardized curriculum, established a central location for repairs and maintenance of equipment, and worked with the Highway Safety Division to provide critical support equipment to enhance Missouri's DWI efforts.

GOALS AND OBJECTIVES:**Goals:**

1. To provide Type II and Type III training including any refresher or update training to law enforcement around the state to support the current breath testing instruments in use by their respective departments.
2. Assure that Missouri's law enforcement agencies have immediate access to functioning and well-maintained breath test instruments in order to process offenders in a timely manner.
3. Assure that Missouri's breath test instruments are well-maintained and functioning properly in order to withstand any courtroom proceedings that attempt to discredit the instruments.

Objectives:

1. Conduct the Type II Supervisor Course(s) for up to 60 officers statewide.
2. Conduct the Type II Supervisor Lab Course(s) for up to 80 officers statewide.
3. Provide 8-hour Update training for existing Type II's in the field.
4. Conduct the Type III Operator Course(s) for up to 60 officers statewide.
5. Conduct, regionally, the 36-hour Type III Operator Course(s) for up to 60 officers as needed.

6. Provide necessary service (repairs and maintenance) to law enforcement agency instrumentation.
7. Design and implement a system to allow for partial replacement of law enforcement agency breath testing instruments each year.
8. Print and distribute, as requested, instrument specific evidence tickets to state and local law enforcement agencies.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. Spare parts for the Intoxilyzer 5000 and Datamaster instruments are dwindling. New instruments were not approved through the Department of Health and Senior Services so no new replacement units were placed in the field.

Accomplishments during this grant year include:

- Conducted three Type II Supervisor courses training a total of 30 officers;
- Conducted ten Type II Supervisor Lab courses training a total of 55 supervisors on specific instruments;
- Conducted two Type III Operator courses training a total of 20 officers;
- Conducted seven regional Type III Operator courses training a total of 61 officers; and
- Worked with the Missouri Department of Revenue to assist with the annual legal update. Updates were held in twelve sites across the state with approximately 20 percent (100-120) of the Type II Supervisors.

FUNDING:

154 AL / 20.607: 277,255.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Appeals Attorney and Paralegal

PROJECT NUMBER:

11-154-AL-95

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

MO Dept. of Revenue

AGENCY CONTACT:

Mr. Charles Gooch

PROJECT DESCRIPTION:

Employ one (1) FTE Appellate Attorney in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The Appellate Attorney will be exclusively assigned case files involving intoxication-related license actions on appeal with the Missouri appellate courts, and work as Department liaison to the Office of the Attorney General for appellate cases.

Employ one (1) FTE Paralegal in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The paralegal would be assigned responsibility for all section 577.041, RSMo Chemical Refusal appeal cases handled by local prosecuting attorneys statewide. The employee will process petitions and stay orders as served on the Department; prepare correspondence to local prosecutors; send certified records consisting of the arrest report of the officer and attachments; and monitor the cases statewide, through final disposition by the court. The paralegal would further communicate with local prosecuting attorney offices and court personnel, and advise the Department's Drivers License Bureau upon disposition. The employee will further compile statistical data on all chemical refusal cases, and promote strict prosecution standards for repeat offenders and ignition interlock requirements.

PROBLEM IDENTIFICATION:

The Department of Revenue lacks a dedicated, trained representative to act as a conduit between the Department and the Attorney General's Office for appeals of impaired-driving related cases to Missouri appellate courts. Since the commencement of the 2010 grant period, DOR Appeals Counsel, Jonathan Hale, formerly employed by the Attorney General's Office as an Assistant Attorney General, and currently employed by the Department as Appellate Counsel, has developed a specialized expertise in this area. Over the past year, he has worked closely with trial counsel and representatives of the Attorney General's Office for appeals to the various Missouri courts of appeal and to the Supreme Court, and has dedicated his time and talents to further Department goals in combating impaired driving. The result has been a much more organized, focused and professional effort in regard to case load management and support for these appeals.

Vigorous representation of the Department on appeal is crucial, as these cases set the case law precedent for the majority of issues involved in Missouri intoxication-related traffic offenses and related license sanction actions. In addition, case law precedent in Missouri criminal cases for some issues, such as probable cause to arrest, is also set in the Department's appellate cases. It is imperative that the Department has the resources and ability to provide adequate and competent legal representation in these cases.

In addition to the appeals cases, the Department of Revenue will be responsible for the administrative licensing requirements of the ignition interlock program that became effective on July 1, 2009 pursuant to Senate Bills 930 and 947, which passed in the 2008 legislative session. Installation of an ignition interlock device (IID) will be required for certain repeat alcohol-related traffic offenders for license reinstatement and for issuance of certain limited and restricted driving privileges. The provisions of sections 302.304, 302.309, 302.525, 577.041, and 577.600, RSMo were amended. Previously, drivers could only be required to have an ignition interlock device installed as a condition of a limited privilege or reinstatement by court order under section 577.600, RSMo. With the new legislation, limited and restricted privileges requiring an IID may now be issued directly by the DOR, without a court order. However, as a new function, the Department does not have the funding or resources required to handle such requests. Significant, too, drivers subject to a ten-year license denial under the provisions of 302.060(8)(a), RSMo, (i.e., those who have demonstrated a greater propensity to combine alcohol consumption with vehicle operation) must make an evidentiary showing for any limited driving privilege request, as follows:

Such person shall present evidence satisfactory to the court or the director that such person has not been convicted of any offense related to alcohol, controlled substances or drugs during the preceding three years and that the person's habits and conduct show that the person no longer poses a threat to the public safety of this state.

This is also required for drivers under a five-year license denial for multiple DWI convictions, as a prerequisite for issuance of a limited driving privilege after they have served the first five years of their denial, if otherwise eligible.

The DOR currently does not have an employee(s) or means available to accept evidence or to make a legal determination as to whether a subject meets the criteria. Accordingly, such drivers will again have to go to court for their application, circumventing one of the key benefits of the new law—administrative issuance and control over not only the LDP, but the maintenance of the IID as well. This is critical to effectively implement the new law and realize the potential offered by the new IID provisions.

The primary advantage of the new Ignition Interlock legislation is that it will shift control of IID devices from Missouri courts to DOR. This is a new function for the Department and a unique opportunity to assume a controlling position to review initial applications for LDPs and RDPs, and to continuously monitor and track statistics on the scope and effectiveness of the new IID law.

GOALS AND OBJECTIVES:

Goals for the Appeals Attorney:

- 1) To provide dedicated, effective, and knowledgeable legal representation for the Department of Revenue for alcohol-related license appeals to the Missouri appellate courts, as delegated by the Office of the Attorney General;
- 2) To provide a Department liaison for targeted expert legal advice regarding impaired driving issues to the Office of the Attorney General for appellate cases represented by that office for Department cases involving impaired driving;
- 3) To provide ongoing, active and knowledgeable support to the Office of the Attorney General on behalf of the Department, by drafting appellate briefs, motions and legal memorandum addressing impaired driving issues common to 577.041 chemical refusal and 302.500 administrative alcohol appeals from trial courts statewide.

Goals for the Legal Assistant/Paralegal:

- 1) To provide a knowledgeable legal representative for the Department to properly and effectively administer the provisions of the administrative ignition interlock provisions for repeat intoxication-related offenders;
- 2) To provide dedicated support for court applications for 302.309 limited driving privileges (LDP) for five- and ten-year license denial persons, and those seeking 302.060.1(9) license reinstatement on ten-year minimum license denial actions, for repeat (three or more alcohol-related conviction) offenders.
- 3) To provide a dedicated Department employee with legal training to review, track and monitor petitions for court-ordered LDPs, conduct criminal background checks (state and federal), and provide documentation and other evidence to Department attorneys and courts regarding the applicant's habits and conduct.
- 4) To provide a trained Department legal representative to monitor repeat alcohol offenders requiring ignition interlock installation for either license reinstatement or LDP issuance, and to prepare statistical reports regarding these offenders.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)

- Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

Review periodically the quality of the appellate work produced by the Department to assure that it is consistent and correct, and solicit and evaluate feedback from the Office of the Attorney General in this regard.

CHEMICAL REFUSAL LICENSE APPEALS

Track statistics on a quarterly basis to determine if the success rate for favorable outcomes for the Department are being achieved, and how they compare to "win" rates currently achieved for administrative alcohol license suspension appeals.

Interview local prosecuting attorneys and court staffs and evaluate their feedback to measure the positive impact of assistance provided by the paralegal and evaluate case outcome statistics for prosecutor cases.

RESULTS:

APPEALS ATTORNEY POSITION

Jonathan Hale, an attorney previously with the Missouri Office of the Attorney General, was hired. Late in fiscal year 2011, Jonathan Hale assumed a full-time Associate Counsel position with the Department, and was replaced by Sam Buffaloe as Appeals Attorney.

The Appeals Attorney conducted extensive legal research; drafted court briefs and other pleadings; and presented a number of oral arguments before the Missouri Court of Appeals in its eastern, western and southern districts.

The Appeals Attorney has also created a system to monitor and track the progress of the appeals cases within the General Counsel's Office Case Management system, and prepared updated reports for weekly appeals meetings. The attorney conducts regularly scheduled meetings that include attendance by the Department's General Counsel and Director of Legal Services, and the Managing and Senior Counsels for the Transportation Section. The status of pending appellate cases and "new" cases for potential appeal are reviewed and discussed, and recommendations made. These meetings serve as an excellent forum for the development of strategies on how to best address the relevant legal and factual issues involved in these appellate cases.

During fiscal year 2011, the Department also resolved a large number of appeals filed both by and against the Department in all three districts of the Court of Appeals, dealing with the impact of Executive Order 07-05 on Missouri's Evidentiary Breath Testing Program. These efforts culminated with the Eastern District opinion filed in *Schneider v. Director of Revenue*, 339 S.W.3d 533 (Mo. App. E.D. 2011) which found the issues in favor of the Department. The Western District followed in *State v. Ross*, 344 S.W.3d 790 (Mo. App. W.D. 2011) (criminal) and *Grafeman v. Director of Revenue*, 344 S.W.3d 861 (Mo. App. W.D. 2011) (civil), and the Southern District so held in *Griggs v. Director of Revenue*, 344 S.W.3d 799 (Mo. App. S.D. 2011). The Appeals Attorney was responsible for compiling the records on appeal and for coordinating efforts with the General Counsel for briefing and oral argument. This was a significant and continuing effort, as the issues decided by the Court of Appeals had the potential to determine whether or not evidentiary breath test results were admissible for use in administrative alcohol license actions and alcohol-related criminal prosecutions, and whether DWI arrests would result in administrative license suspension, revocation or denial where the driver submitted to a breath test.

The creation of the Appeals Attorney position has enabled the Department to dedicate a trained and knowledgeable legal professional to research, brief, argue and monitor cases on appeal to the Missouri Court of Appeals involving alcohol-related legal issues. The result has been a more focused, reasoned and coordinated effort to both pursue and defend appeals bearing on issues crucial to the effective prosecution and sanction of alcohol-related traffic offenders.

PARALEGAL - Limited Driving Privilege and Ignition Interlock Coordinator

The full-time Paralegal position was created in the Department of Revenue, General Counsel's Office to review and monitor alcohol-related traffic offenders. This position has enabled the Department to isolate and review all court petitions served on the Director of Revenue requesting § 302.309, RSMo Limited Driving Privileges (LDP) and reinstatement on § 302.060, RSMo Five- and Ten-year license denial cases. The targeted population was repeat alcohol or drug-related traffic offenders who clearly pose the greatest threat to public safety. Placement of the position in the Jefferson City office was critical, as all petitions for court-ordered LDPs and reinstatement for repeat offenders require service on the Director at this office. The Paralegal daily receives and reviews all Petitions for Review and for LDPs, has a legal file opened in the General Counsel's

Office, and assigns a licensed Department attorney to each case. The Paralegal then conducts a detailed search of the Department's Missouri Driver License database (MODL); the U.S. federal court database (PACER); and the Missouri state court database (CASENET) to check the criminal history of the applicant for any traffic or non-traffic alcohol or drug related offenses.

As time and resources permit, the Paralegal also works in conjunction with the Missouri State Highway Patrol to review arrest histories for these applicants. The Department has also attempted to access the more comprehensive criminal history databases maintained by the Federal Bureau of Investigation (FBI) and the Missouri State Highway Patrol, however, a lack of funding and specific legal authority have frustrated these efforts. Despite these limitations, the Paralegal conducted background checks for a total of 1,191 new cases involving LDP applications or reinstatement on five- or ten-year denial actions by repeat alcohol offenders for fiscal year 2011, for an average of 99 per month.

The Paralegal position has also enabled the Department to create programs and processes to continually monitor and track repeat offenders granted a LDP throughout the term of the LDP. This permits the Department to work closely with courts around the state to ensure that these offenders maintain the requirements for their limited privileges, namely, proof of installation of an Ignition Interlock Device (IID) and financial responsibility with the Department.

Where noncompliance is found, the Paralegal flags these files for immediate administrative termination of the LDP on Department records, and refers the legal file to a Department attorney to seek termination of the limited driving privilege order in the issuing court. During fiscal year 2011, the position has evolved to a point today where the Paralegal is directly responsible for all applications for court-ordered LDPs, whether with a DWI Court or regular circuit court. This has permitted the Department to monitor these cases to a greater degree than ever before possible.

Special "DWI Courts" or dockets were created to deal with certain repeat alcohol offenders and issue LDPs to those otherwise ineligible under the provisions of § 302.309, RSMo. As of October 1, 2011, there were 27 Missouri DWI Courts approved by the Missouri Drug Court Coordinating Commission, serving 30 counties in 18 judicial circuits. This number includes 19 stand alone DWI Courts, and 8 "hybrid" courts. "Hybrid" courts are approved Drug Court programs that accept DWI cases into their program. These courts are located in Audrain, Barry, Barton, Boone, Butler, Callaway, Cape Girardeau, Cass, Cedar, Cole, Dunklin, Franklin, Gasconade, Greene, Jefferson, Lincoln, Montgomery, Newton, Osage, Perry, Pike, Platte, Ripley, St. Charles, St. Louis, Stoddard, Stone, Texas, Vernon and Warren counties. The Department, concerned about the granting of limited privileges to repeat alcohol offenders, instituted a new process to review these applications, conduct preliminary background checks, and to monitor their outcome. To date, the Department has been served with and filed special responsive pleadings in over 125 cases, the majority filed with the St. Charles County (72) and Greene County (34) DWI courts.

The Paralegal reviews the DWI Court LDP applications as they are served; conducts criminal and license history background checks; opens a legal file and assigns a Department attorney to each case. The Paralegal also operates as a contact person for the Department for the various DWI Courts, responding to inquiries regarding Ignition Interlock Device (IID) and financial responsibility filings and requirements. Significantly, the Department views this as a vital component in the developing DWI Court program, as the availability of an LDP in this context is designed to operate as an incentive to encourage repeat offenders to participate in DWI Court programs.

The Department desires to make every effort to closely monitor these offenders (something the DWI Courts do not always have the resources or time to do), and the Paralegal position enables it to do so. In September 2011, the Paralegal created a database that will allow applicants to be monitored from the time the petition is received at the Department through the expiration of their LDP for violations, subsequent convictions and terminations by either the Department or the DWI Court. Monitoring is necessary, as the jurisdiction of the DWI Court over an LDP case is continuing through the termination date of the privilege. This is particularly important, too, as some ten-year minimum denial LDP holders may be in a LDP status for a period of up to nine years. This process will encourage communication between the Department and the DWI Courts and ensure accurate record keeping. The Paralegal is also renewing efforts to gain access to the IID manufacturers' websites in order to monitor more information about each LDP recipient including but not limited to installation and removal dates as well as violation reports. It is expected that the number of DWI Court applications will greatly increase over the next several years, too, as more DWI Courts are established, which will result in an increasing number of applicants to be screened and monitored by the Department.

The Paralegal position continues to perform duties previously performed, in part, by members of the Missouri Department of Transportation, Traffic and Highway Safety Division, and the Drivers License Bureau of the Department of Revenue, regarding Ignition Interlock Device (IID) installations. This has required additional training for the Paralegal, which included attendance at special training sessions covering IID installation and operation, to enable the Paralegal to field inquiries from offenders, courts and IID service providers. This specialized training has enabled the Department to assume a greater role in monitoring these offenders to better protect the public safety. The Paralegal has recently been engaged in creating a system to track all court-issued LDP orders, with a focus on DWI court-issued privileges. The purpose of this monitoring is to foster communication between the issuing courts and the Department so that notification of termination of an LDP by a court may

promptly be keyed and reflected on a Missouri Driver Record to assist law enforcement officers in the field, and to the courts from the Department for administrative termination.

The creation of the Paralegal position has enabled the Department to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving privileges and reinstatement. The Department also now has the ability to track and compile statistical data regarding administrative IID installations statewide, and is also able to shoulder additional responsibilities added by the issuance of LDPs by DWI Courts to repeat alcohol offenders previously ineligible for such privileges.

FUNDING:

\$126,244.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Alcohol Projects

PROJECT NUMBER:

11-154-AL-94

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Southern State University

AGENCY CONTACT:

Dr. Tia Strait

PROJECT DESCRIPTION:

In an effort to provide alcohol-related training to as many law enforcement officers as possible at no cost to the agencies or officer, Missouri Southern State University Law Enforcement Academy will provide training throughout the state of Missouri at or near the following locations: Springfield, West Plains, Rolla, Harrisonville, Nevada, Osage Beach, Cape Girardeau, Kennett, Potosi, Joplin and Sullivan/Union area. Funding for this project will allow law enforcement agencies to send their entire department to this training during this contract year. Historically, most departments could only afford to send several officers a year to this training.

The geographic locations and frequency in which the training will be offered will accommodate the smaller agencies, who over a one year period of time will be able to send all of their officers to all of this training. Most agencies will be able to attend the training because the locations of the training are in such proximity that travel and overtime expenses will be minimized. The frequency in which the training will be offered will give the departments the flexibility they need to send several officers per training program.

Eligible students will consist of officers from Missouri governmental agencies who are involved in the traffic support function or will follow such training. All eligible students must meet the requirements under Missouri statutes for P.O.S.T. This verification of eligibility will be made through class and reimbursement rosters that identify the trainee's name, rank, social security number, jurisdiction, DPS date of certification, and status. Missouri Southern State University Law Enforcement Academy will be responsible for verifying eligibility of all students for instruction under this agreement. Students and/or their departments will be responsible for covering costs for travel, room, and board.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In 2006-2008, of the 489,219 traffic crashes, 2,716 were fatal and 17,465 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 3,048 people and 22,826 serious injuries.

During the same time period, there were 24,995 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 824 people were killed and another 3,889 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 824 people killed in alcohol and other drug-related traffic crashes, 519 were the intoxicated driver/pedestrian and 305 were some other involved party. Of the 3,889 seriously injured, 2,353 were the intoxicated drivers/pedestrians while 1,536 were other persons in the incidents.

The responsibility of ensuring highway safety in the State of Missouri rests primarily on the shoulders of state, county and municipal law enforcement officers. As such, it is imperative that officers are well trained in the areas of awareness, recognition, execution, and enforcement of alcohol-related statutes and regulations.

Aside from manpower shortages, lack of adequate training is the greatest impediment to diligent enforcement of alcohol-related offenses. Most state, county, and municipal law enforcement agencies do not have the financial resources to send their officers long distances to receive specialized alcohol-related training.

The primary objectives of alcohol enforcement training are to raise awareness of alcohol offenses, improve recognition of alcohol-related offenses, assure proper execution of sobriety checkpoints and encourage enforcement of alcohol-related offenses. Based on informal and non-scientific surveys, every law enforcement official queried emphatically believed that the training had a tremendously positive impact in reducing alcohol-related accidents, increasing alcohol-related convictions, and raising the level of awareness of alcohol-related offenses.

GOALS AND OBJECTIVES:

GOAL:

1. The goal of this project is to provide law enforcement officers in defined regions of the state the opportunity to receive comprehensive alcohol-related training.
2. Increase the awareness of alcohol-related issues among law enforcement officers and improve their skills such as report writing, courtroom testimony, etc.
3. Increase conviction rates of alcohol-related offenses in jurisdictions where law enforcement officers have received the training by improving their skills.

OBJECTIVES:

Missouri Southern State University will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, provide P.O.S.T. CEU's, and provide the following training programs:

- Type III BAC Course - This 25-hour Department of Health approved course will train officers on the rules and regulations relating to breathalyzer instruments. Officers will also conduct "hands-on" exercises. It is anticipated that between 10 and 15 officers will attend each course offered.
- Standardized Field Sobriety Testing - This is a "hands-on" course designed to train officers with the necessary skills to correctly perform standardized field sobriety testing. It is anticipated that between 10 and 15 officers will attend each 24-hour course.
- DWI Detection/Checkpoints - This course is designed to assist officers in detecting DWI drivers and "how-to" conduct DWI checkpoints. Officers will participate in an actual DWI Checkpoint operation. It is anticipated that between 10 and 15 officers will attend each of the 8-hour courses.
- Small Department DWI Enforcement Strategy Training - This course is designed for law enforcement agencies to assist in development of strategies for a year-round DWI Enforcement program. This course provides officers with the knowledge and skills to develop a community plan utilizing available resources to reduce the number of DWI related fatalities. The program is 8 hours.
- DWI Crash Investigation - This 8-hour course is designed to teach effective methods of conducting a DWI crash investigation. Topics of discussion will include: processing of the crash scene, investigation techniques, vehicle dynamics and a review of field sobriety techniques. In addition, there will be discussion of the aspects of making a felony DWI case involving a DWI crash, implied consent and the Alcohol Influence Report.
- Effective Report Writing/Courtroom Testimony for DWI Cases - This 8-hour course is designed to teach effective report writing and methods of testifying in DWI cases. Topics of discussion will be key components of the police report, effective writing techniques and courtroom demeanor. How to articulate the components in a police report and in a courtroom setting as related to the DWI case will also be discussed. This course will also analyze the most current issues being brought up in DWI trials and administrative/revocation hearings.
- Advanced Roadside Impaired Driving Enforcement (ARIDE) - This 16-hour course is presented by an experienced Drug Recognition Expert (DRE) Instructor(s). The course introduces law enforcement and prosecutors to the DRE program and gives them the tools they need to recognize a drug impaired driver and understand the roles and responsibilities of a DRE. Law enforcement officers must be proficient in administering standardized field sobriety tests to attend this course and set for the certification exam.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)

- Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

From October 1, 2010 through September 30, 2011 Missouri Southern State University Criminal Justice Programs presented 16 DWI Related training programs to 241 law enforcement officers in the following locations; Potosi, Portageville, Verona, Kennett, Columbia, Camdenton, Cassville, Poplar Bluff, Marshfield, Richland, Butler, and Nixa. In last year's tough economy, budget reductions in both hiring and training officers have affected some training programs this year. Also, this year Joplin, MO experienced a large EF5 tornado. There were numerous officers responding from all over the State of Missouri to assist Joplin during this incident. This event had an effect on officer training.

STANDARD FIELD SOBRIETY TESTING - One Standard Field Sobriety Training program was conducted in Joplin on September 12-14, 2011 with six officers in attendance. It is a requirement for officers to receive this training and receive updated training to enforce DWI laws in the State. The fact that the program is a 24 hour program, generally conducted in three eight-hour sessions, makes it very important for departments not to have to send their officer away to receive this training. It is a major benefit to bring this program on-site where it is greatly needed. Three factors still affect the SFST Training programs causing a reduction in the number of programs conducted and the number of officers trained: 1) the Missouri State Highway Patrol Law Enforcement Academy offered several SFST Instructor Programs at several locations where we had previously conducted training, 2) these officers trained as instructors are conducting their own training, and 3) the SFST course is offered during academy training.

BAC TYPE III PERMIT COURSE - Three BAC Type III Permit Courses were conducted at the locations listed below with a total of 48 officers in attendance. Similar to SFST Training this course is a very hands-on, practical class. Because it is 24 hours in length it is very important departments have an opportunity to have this program brought to their location to receive the training and not have to travel and spend three days away from their jurisdictions.

January 5-7, 2011 in Butler with 13 officers in attendance

March 21-23, 2011 in Richland with 16 officers in attendance

September 23-24, 2011 in Joplin with 19 officers in attendance

SOBRIETY CHECKPOINT TRAINING - Four Sobriety Checkpoint Training programs were presented at the locations listed below with a total of 45 officers in attendance. This important program is presented in the evening hours, four hours in the classroom and then four hours in the field with the officers in attendance observing an actual sobriety checkpoint being conducted by experienced, trained officers. Students in this program commented it is very important for them to actually observe the planning and deployment of an actual sobriety checkpoint. They commented this experience allows them to go back to their communities and implement this important alcohol reduction strategy safely and effectively.

March 19, 2011 in Poplar Bluff with 13 officers in attendance

May 6, 2011 in Joplin with 12 officers in attendance

June 11 in Cassville with 8 officers in attendance

July 6 in Marshfield with 12 officers in attendance

SMALL DEPARTMENT DWI ENFORCEMENT - Three Small Department DWI Enforcement Strategy programs were conducted at the locations listed below with a total of 68 officers in attendance. The purpose of this program was to expose officers to proactive strategies to combat the DWI problem. The officers in attendance were given the opportunity to design proactive strategies that they felt would be effective in their communities.

February 19, 2011 in Portageville with 14 in attendance

March 4, 2011 in Camdenton with 23 in attendance

March 24, 2011 in Columbia with 31 in attendance

DWI CRASH INVESTIGATION - One DWI Crash Investigation program was conducted in Kennett on March 23, 2011 with 19 officers in attendance. This program is designed for any officer who is involved in responding to, or the investigation of, traffic crashes. Topics of discussion cover processing of crash scenes, investigative techniques, vehicle dynamics and a review of field sobriety techniques. In addition, there will be discussion of the aspects of making a felony DWI case involving a DWI crash, implied consent and the Alcohol Influence Report.

REPORT WRITING/COURTROOM TESTIMONY DWI - Three Report Writing/Courtroom Testimony DWI programs were conducted at the locations listed below with a total of 50 officers in attendance. This program is designed to offer effective methods to be utilized while writing reports and testifying in DWI cases. Topics of discussion cover key components of the police report, effective courtroom demeanor, as well as discussion of how to articulate the components of the DWI case in a police report and courtroom setting. This course also analyzes the most current issues being brought up in DWI trials and administrative/revocation hearings along with a discussion of documentation on Missouri's Alcohol Influence Report.

February 26, 2011 in Potosi with 14 officers in attendance

March 21, 2011 in Verona with 15 officers in attendance

March 22, 2011 in Kennett with 21 officers in attendance

ARIDE - One ARIDE program was conducted on March 7-8, 2011 in Nixa with 5 officers in attendance. This program is designed for any officer wanting to pursue a DRE Certification or advance their knowledge in the Standard Field Sobriety Testing area. This program is a prerequisite for entrance into DRE School. This program was held prior to the NHTSA ruling that Section 154 funding cannot be used for drug-impaired driving programs.

FUNDING:

154 AL / 20.607: 69,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DWI Tracking System (DWITS)

PROJECT NUMBER:

11-154-AL-84

PROGRAM AREA:

AL

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Mr. Russell Dunwiddie

PROJECT DESCRIPTION:

This project will provide funding to cover personnel from the Information Systems Division or contracted computer professionals from the private sector providing system maintenance, remedying system malfunctions, and construct and implement any necessary system enhancements/interfaces.

Personnel from the Highway Patrol's Traffic Records Division, Information Systems Division, and/or contracted consultants will offer regional-type training seminars on the DWI Tracking System (DWITS) at designated locations throughout the State (most likely, St. Louis, Kansas City, Springfield, and Jefferson City). The training curriculum will be geared toward representatives from law enforcement agencies, prosecuting attorney offices, and courts. Additional presentations to market the DWITS may include the annual prosecutor conference, court clerk conference, LETSAC, etc. Correspondence will be mailed to statewide criminal justice agencies informing them of the scheduled training session and student registration process. Training materials will be printed and disseminated to students that attend the training. The Traffic Records Division will also provide tutorial CD's of the DWITS to new users or potential users upon request. A web-based student registration page will be posted on the Patrol's official Internet home page for anyone interested in attending DWITS training. Prior to each session, Traffic Records Division personnel will determine the number of students registered and weigh the costs for providing the session in comparison to the number of students. If a session is not cost effective and thus canceled, measures will be taken to inform registered students of training sessions at other locations.

Personnel from the Traffic Records Division will return questionable or erroneous records to the respective criminal justice agency that completed the DWITS entry or submitted the record for entry.

PROBLEM IDENTIFICATION:

The purpose of the grant application is to continue the activities of the DWI Tracking System (DWITS).

In February 2005, a new web-based DWITS went into production for the state of Missouri. DWITS provide a system to track driving while intoxicated (DWI) offenses through their full life cycle -- from arrest to final court disposition, and works basically like this:

- A law enforcement officer makes an arrest for DWI.
- The arresting officer or designated clerk enters the arrest information into the DWI Tracking System via a web browser.
- The entered data becomes immediately available to other authorized users making inquiries into the tracking system.

Furthermore, prosecuting attorneys' offices can access a DWI case via the DWITS and append the disposition. If the case goes to court, the court clerk can forward a disposition to the Highway Patrol for inclusion into the DWITS. The DWI Tracking System also provides a means to conduct baseline, geographic, and demographic DWI analysis.

Tracking a DWI offense from arrest to final court action requires a great deal of information gathering and sharing between local and state government entities. Law enforcement agencies, prosecutors, and courts are the primary information contributors to the DWITS as well as system users. Agencies sharing information include the Department of Revenue, Office of State Courts Administrator, and Department of Mental Health. The Missouri State Highway Patrol has been designated as the state agency responsible for managing and maintaining the DWITS.

Success of the DWITS depends in part upon the Highway Patrol providing on-going technical support (either through in-house experts or contracted computer consultants) for system maintenance, resolving unexpected problems, and

developing/implementing enhancements. Enhancements identified and constructed with previous federal project grant funds include interfaces with the Missouri Incident Based Reporting System (MIBRS), Regional Justice Information Service (REJIS), local law enforcement agencies records management system, OSCA/DOR electronic court disposition file, Missouri Department of Revenue Alcohol Influence Report database, and internal user integrity management tools. Success also hinges upon the Highway Patrol and/or contracted consultants marketing the DWITS and training new users to the application (representatives from law enforcement agencies, prosecuting attorney's offices, and courts). Finally, various in-house quality control measures are vital to the effectiveness of the DWITS. The Traffic Records Division within the Patrol is tasked with identifying records encoded into the DWITS that appear erroneous, and taking steps to validate data.

GOALS AND OBJECTIVES:

The Missouri State Highway Patrol will strive to achieve the following objectives via this grant proposal:

1. Provide an operational DWI Tracking System 24 hours a day, 7 days a week.
2. Identify, develop, and implement system enhancements and interfaces.
3. Enhance users knowledge of the DWI Tracking System by offering regional-type training seminars within approximately 200 miles (one way) of their jurisdiction and/or provide tutorial compact disks (CD's) of the DWITS upon request. Also, market the DWITS by presenting information at various criminal justice-related conferences throughout the State.
4. Return records from the DWITS to the respective reporting agency that appear questionable or erroneous.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The Highway Patrol, Traffic Records Division, will submit a project evaluation report to the Missouri Department of Transportation, Highway Safety Division, by October 30, 2011. The report will include the following information:

1. A summary of DWITS malfunctions and enhancements, and the costs for contracted technical support to fix the malfunctions or build and implement any enhancements.
2. The number of DWI Tracking System training seminars and marketing sessions completed, the location of the seminars/sessions, and the number of agencies registered to attend the training.
3. The number of tutorial CD's disseminated.
4. The number of law enforcement agencies, prosecuting attorney offices, and courts that have access to the DWITS.

RESULTS:

A list of DWITS enhancements and corrected malfunctions compiled by Mr. Ron Beck, Program Analyst Manager/Statistical Analysis Center, Information Systems Division, Missouri State Highway Patrol is reported below. The costs for these items totaled \$13,345. Contracted computer consultants performed the work.

Contracted consultants held DWITS training sessions at Jefferson City, Lee's Summit, Poplar Bluff, Springfield, and Weldon Spring. There were 169 individuals from Missouri criminal justice agencies that registered for this training with 101 in attendance. Mr. Ron Beck also completed a presentation on the DWITS to state court clerks during their training conference October 11 and 12, 2011, at the Lake of the Ozarks, Missouri. There were a total of 35 attendees at these sessions. I conducted DWITS presentations to prosecutor clerks on November 5, 2010, city court and police clerks in Ladue, Missouri, on March 16, 2011, and municipal court clerks on May 26, 2011. A total of approximately 200 attended these sessions.

The Traffic Records Division disseminated 184 tutorial computer disks to requesting parties seeking information on the DWITS. The division also returned 512 DWITS records to reporting agencies for review and/or correction, and mailed 1,761 letters to validate user access to the system.

A total of 297 law enforcement agencies, 77 prosecuting attorney offices, and 120 courts are registered users of the DWITS. We are also receiving DWI-related arrest information electronically from 65 law enforcement agencies via the interface established between the DWITS and the Regional Justice Information Services (REJIS).

FUNDING:

\$57,125.00

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Statewide DWI Enforcement

PROJECT NUMBER:

11-K8-03-93

PROGRAM AREA:

03

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Through this grant the Missouri Safety Center will provide officer overtime enforcement mini-grants to law enforcement agencies for impaired driving enforcement efforts for fiscal year 2011. This grant will enhance the DWI efforts of smaller local/county law enforcement agencies not participating in DWI Enforcement through a yearly contact with the Highway Safety Division -MoDOT.

This grant will concentrate on four basic enforcement efforts.:

1. Low-manpower and regular checkpoints on targeted roadways that are known routes for impaired drivers. This includes county areas where youth gather to drink, such as, alternate roadways to primary routes within a county or city.
2. High-manpower checkpoints at major roadways that have demonstrated high rates of alcohol related crashes, but limited enforcement due to traffic volume.
3. Saturation Patrols / Wolf pack enforcement operations in areas with high rates of alcohol related crashes.
4. Seasonal or special needs locations where additional enforcement on specific roadways will yield high DWI arrests.

PROBLEM IDENTIFICATION:

Despite all the attention, resources and public policies that have been directed toward removing impaired drivers from the roads, alcohol or other drugs contribute to about a fourth of Missouri's fatal traffic crashes annually. In all of the 2008 Missouri traffic crashes, 4.9% were drinking related, however 28.6% of all fatal traffic crashes were drinking related. A total of 262 persons were killed and 4,511 were injured in drinking-related traffic crashes which is an increase of 4.9% when comparing 2008 fatal drinking-related traffic crashes with 2007.

In 2008, one person was killed or injured in drinking-related traffic crashes every 1.8 hours in the State of Missouri. When considering the time of all drinking-related traffic crashes, 59.7% occurred on Friday, Saturday, or Sunday and 63.9% occurred between 7:00 P.M. and 2:59 A.M. Of the persons drinking in 2008 traffic crashes, 98.5% were driving a motorized vehicle, 0.1% were driving a non-motorized vehicle, and 1.4% were pedestrians. When looking at the drinking drivers of motorized vehicles, 77.2% were male and 22.8% were female. The average age of drinking drivers of motorized vehicles was 33.8 years. Of the drinking drivers of motorized and non-motorized vehicles in 2008 crashes, 51.9% were driving an automobile, 25.2% were driving a pickup truck, and 15.0% were driving a sport utility vehicle at the time of the crash.

GOALS AND OBJECTIVES:**Goal:**

Reduce DWI crashes in those locations where enforcement efforts are conducted.

Objective:

Provide smaller law enforcement agencies with the resources to pay officers, dispatchers, and booking officer's overtime for high visibility DWI enforcement in targeted locations to increase public awareness and facilitate additional arrests in selected areas throughout the state. These resources will be in the form of mini-grants in the amount of \$300 to \$2500 for up to 225 law enforcement depending on need and demand.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Five statewide DWI campaigns were conducted in FY2011. The dates followed by the number of participating agencies are listed below.

Holiday Mobilization: December 6-12, 2010; 157 participating agencies

St. Patrick's Weekend Mobilization: March 16-20, 2011; 194 participating agencies

Youth Alcohol Campaign Mobilization: May 4-13 2011; 182 participating agencies

Fourth of July Weekend Mobilization: July 1-4, 2011; 135 participating agencies

You Drink & Drive, You Lose Mobilization: August 19 - September 5, 2011; 222 participating agencies

Throughout the five statewide campaigns, the following number of statistics were recorded:

Sobriety Checkpoints: 133

DWI arrests: 2194

Speed: 20,821

Seatbelt: 4619

Enforcement hours worked: 37,665

Traffic stops: 78,375

FUNDING:

\$261,580.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Statewide HMV & LE Incentives

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

11-PT-02-55

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Mr. Scott Jones

PROJECT DESCRIPTION:

This project will allow the program staff of the Traffic and Highway Safety Division to provide overtime funds to local law enforcement agencies throughout Missouri for hazardous moving violations enforcement and provide equipment such as radars, safety vests, LIDARs or other necessary items. These funds will be utilized in high crash areas identified by either MoDOT or the local agencies. Funds from this project may also be used during any mobilization effort or to promote and enhance any multi-jurisdictional enforcement period. In addition, this project will fund incentive items to be distributed to agencies for participating in unfunded efforts such as the Occupant Protection quarterly enforcement dates.

PROBLEM IDENTIFICATION:

Hazardous driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Many of these crashes are caused by aggressive drivers of motorized vehicles who have committed one or more of the following violations: speeding; driving too fast for conditions; and/or following too close. Other hazardous driving may include improper lane change, red-light running, or impaired driving.

From 2006-2008, there were 1,428 fatalities resulting from aggressive drivers. Of those fatalities, 39.4% resulted from exceeding the speed limit, 56.5% resulted from driving too fast for conditions, and 4.1% from following too close. Also, during the same time frame there were 824 people killed and 3,889 were seriously injured from impaired driving.

In order to reduce the number of fatal and/or serious injury crashes caused by hazardous moving violations, a continuous enforcement effort must be in place in and along the roadway corridors identified as high crash areas. Although local law enforcement agencies remain committed to reducing traffic crashes, manpower issues and budgetary constraints do not allow these agencies to maintain dedicated patrol efforts on a regular basis. These challenges result in a lack of enforcement in high crash areas where crashes occur most.

GOALS AND OBJECTIVES:**Goal:**

Local law enforcement efforts contribute toward an overall 2% reduction in fatalities and disabling injuries attributable to hazardous driving crashes. The reduction will be measured in comparison to the previous 3-year total (2006-2008 = 10,021) of aggressive driving fatalities and disabling injuries involving speeding, following too closely, and driving too fast for conditions. In addition, focus will be placed on other hazardous driving crashes occurring from red-light running, improper lane changes, and failure to yield.

Objective:

Develop and implement a plan that focuses on hazardous moving violations (such as speeding, following too closely, driving too fast for conditions, red-light running, improper lane changes, and failure to yield) at high crash locations and corridors.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)

3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Enforcement activities (planned activities compared with actual activities)
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Other (any other information or material that supports the Objectives)
5. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

This project provided both overtime funds and equipment incentive funds. Overtime funds were used to supplement statewide enforcement efforts through non-granted agencies. Below is a list of agencies that received funds through this project.

Richmond Heights PD - Radar unit
Traffic and Highway Safety Division - Radar units, Traffic vests, Uniform body cameras, Rumbler sirens, collapsible cones, window tint meters
North Kansas City PD - Radar detector detector
University City PD - Push bumpers
Marionville PD - Officer overtime
Velda City PD - In car camera
Sturgeon PD - Radar unit
Edgerton PD - Officer overtime
Christian County Emergency Services - Dispatcher overtime
Raymore PD - Radar units
Foristell PD - Officer overtime
Edmundson PD - Officer overtime
Wentzville PD - Officer overtime
Ballwin PD - Officer overtime
Southeast Missouri Law Enforcement Academy - Radar units
Gasconade County Sheriff's Office - Deputy overtime
Linn Creek PD - Speed/radar trailer repairs
Lebanon PD - Officer overtime
Kirkwood PD - Officer overtime

FUNDING:

402 / 20.600: 42,000.00

HS CONTACT:

Scott Jones
P.O. Box 270
1320 Creek Trail Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

PI Creative Services

PROJECT NUMBER:

11-K8-03-70

PROGRAM AREA:

03

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

This funding would be used for professional marketing and advertising services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include television and radio scripts and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for created products.

PROBLEM IDENTIFICATION:

It takes a strong marketing message to reach Missouri motorists about the importance of buckling up, driving sober, etc. Campaign creative is regularly evaluated and replaced every few years.

Funding for creative services will allow the use of the creative ideas and professional services of an advertising agency for new campaign creative for topics like seat belts, impaired driving and speeding.

GOALS AND OBJECTIVES:

Create effective messages and delivery of messages to drivers regarding highway safety.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory

justification is provided.

RESULTS:

During 2011, a smart phone app was developed to estimate blood alcohol content. The app was developed with some changes to an app created by the Colorado Department of Transportation, therefore the cost was much less than developing an app from scratch. The new app is called Show Me My Buzz and is intended to be used as a creative way to get people who have been drinking to talk about getting a safe ride home.

After 4 months in the Apple and Android market place, the app has been downloaded approximately 30,000 times.

FUNDING:

410 / 20.601: 30,000.00

HS CONTACT:

Revee White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri the usage rate for seat belts was 79% in 2011—up 3% from the previous year of 76%. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (every time they are riding in a vehicle) and also to educate parents/caregivers on the proper installation and use of child safety seats.

The greatest effort in the Occupant Restraint area was implementation of Missouri's *Click It or Ticket* seat belt campaign. Paid advertising was used to produce radio public service announcements and billboards. Emphasis was placed on reaching the population of the general public with special emphasis on minorities.

Missouri's motorcycle safety program (administered by the Missouri Safety Center at University of Central Missouri) focuses on crash prevention, which is the area that has the greatest potential to offer a safety payoff for motorcyclists. MoDOT supports effective state rider education and training programs and encourages proper licensing for all motorcyclists. We will analyze feedback from the *Ride Safe Missouri* training program to evaluate progress toward the benchmark.

OTHER OCCUPANT PROTECTION INITIATIVES

Due to the passage of a booster seat law in 2006, Missouri has continued to apply for and receive 2011(d) grant funding for the last six years to further enhance child passenger safety efforts for low-income families. In order to effectively determine misuse of child safety seats, and correct that misuse, parents/caregivers must be able to bring their vehicle and child safety seat to a certified technician to be taught how to correctly install their child safety seats. In order to accomplish this, individuals must be trained as certified child safety seat training instructors. These instructors then train certified technicians who are equipped to check the safety seats and provide education to parents/caregivers for proper installation. Established locations, dubbed "inspection stations" have to be identified where the seats and vehicles can be brought for the proper check. To date, Missouri has a database of 32 instructors, 837 certified technicians, and 193 operational inspection stations throughout the state.

BENCHMARKS

Established	Result
<p>To increase statewide seat belt usage by 2 percent annually to:</p> <ul style="list-style-type: none"> • 80 percent by 2010 • 82 percent by 2011 • 84 percent by 2012 • 86 percent by 2013 <p>• 2010 statewide seat belt usage rate = 76%</p>	<p>The seat belt usage rate increased by three percent from 2010 (76%) to 79% in 2011.</p>
<p>To reduce unrestrained passenger vehicle occupant fatalities by 2 percent annually to:</p> <ul style="list-style-type: none"> • 470 by 2010 • 460 by 2011 • 451 by 2012 • 442 by 2013 <p>• 2009 unrestrained passenger vehicle occupant fatalities = 425</p>	<p>In 2009, there were 425 unrestrained vehicle occupant fatalities. In 2010, that number was reduced to 392, an 8% decrease.</p>
<p>To increase seat belt citations by 2 percent annually to:</p> <ul style="list-style-type: none"> • 29,265 by 2010 • 29,850 by 2011 • 30,447 by 2012 • 31,056 by 2013 <p>• 2009 seat belt citations (grant-funded enforcement and mobilizations) = 29,034</p>	<p>In 2009 there were 29,034 seat belt citations that were grant funded enforcement mobilizations. In 2010, there were 38,810, an increase of 34%.</p>
<p>To increase teen seat belt usage by 2 percent annually to:</p> <ul style="list-style-type: none"> • 66% by 2010 • 68% by 2011 • 70% by 2012 	<p>In 2009 the teen seat belt usage rate was 61%. Survey results indicate the teen seat belt usage rate in 2010 was 66%, an increase of 5%.</p>

<ul style="list-style-type: none"> • 72% by 2013 	
<ul style="list-style-type: none"> • 2010 teen seat belt usage rate = 66% 	
<p>To increase seat belt usage by commercial motor vehicle drivers by 2 percent annually to:</p> <ul style="list-style-type: none"> • 77% by 2010 • 79% by 2011 • 81% by 2012 • 83% by 2013 	<p>Survey results indicate the safety belt usage rate was 73% in 2008. This survey is conducted every other year. The 2010 survey results indicate a usage rate of 80.6%, an increase of 7.6% from 2008.</p>
<ul style="list-style-type: none"> • 2008 CMV driver usage rate = 73% 	
<p>To increase child safety seat usage by 2 percent annually to:</p> <ul style="list-style-type: none"> • 94% by 2010 • 96% by 2011 • 98% by 2012 • 100% by 2013 	<p>The latest survey conducted in 2009 indicated a 91% usage rate. Due to budget constraints there was no survey conducted in 2010.</p>
<ul style="list-style-type: none"> • 2009 child safety seat usage rate = 91% 	
<p>To maintain an adequate base of certified Child Passenger Safety Technicians throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 800-1,000 with representation in each of the ten <i>Blueprint</i> regional coalitions 	<p>A data base of certified CPS technicians is made available to all State CPS Coordinators and is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the Highway Safety Office. Currently there are 837 certified CPS technicians in Missouri.</p>
<ul style="list-style-type: none"> • Certified Technicians as of July 2010 = 925 	
<p>To maintain an adequate base of certified Child Passenger Safety Instructors throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 30-40 with representation in each of the ten <i>Blueprint</i> regional coalitions 	<p>A data base of certified CPS instructors is also maintained in the Highway Safety Office. There are currently 32 certified instructors around the state.</p>
<ul style="list-style-type: none"> • Certified Instructors as of July 2010 = 41 	
<p>To maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state to fall within the following range:</p> <ul style="list-style-type: none"> • 125 – 200 with representation in each of the 10 blueprint regional coalitions 	<p>There are currently 193 inspection stations listed on the NHTSA website; up from August of 2010 (105).</p>
<ul style="list-style-type: none"> • Inspection stations in Missouri as of August 2010 = 105 	

Strategies-Child Passenger Safety

Identified	Implemented
Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use.	Brochures outlining the benefits of using safety belts, booster seats and the proper installation of child safety seats are developed and/or updated as needed. These publications are promoted and provided to attendees at exhibits that members of the OHS staff attend each year.
Conduct observational booster seat survey at identified pilot sites in Spring 2011, alternately every other year.	Due to budget constraints, no booster seat survey contract was awarded for the 2012 contract year.
Maintain a state CPS Advisory Committee and implement their recommendations where appropriate.	The Missouri State CPS Advisory Committee meets each year to discuss goals, and the objectives by which those goals will be met. Each District in the state is represented by a CPS instructor/technician from each respective area. During the meeting in August, the committee discussed the budget for 2012, recertification issues, new LATCH manual distribution, child safety seat order for 2012, the CPS Conference held in Hutchinson Kansas in May, and the CPS Law Enforcement Campaigns (Click It or Ticket and National CPS Week).

Conduct between 8-12 certified Child Passenger Safety Technician classes statewide.	Seven NHTSA standardized CPS certification courses were sponsored through the OHS. Attendance records indicate groups trained included law enforcement, health department personnel (including nurses, firemen, emergency medical professionals, and others). The courses were typically 3 days long and combined classroom instruction, hands-on work with car seats and vehicles, and a community safety seat checkup event. The classes were held around the state in Crocker, Columbia, Kansas City, Nevada, Harrisonville, Rolla and Versailles, MO. An additional ninety three CPS technicians were certified as a result of these classes.
Certify an additional 2 CPS Instructors	An additional two instructors were certified during the year, however, other instructors let their certifications lapse. Therefore the number of instructors declined slightly in the state.
Maintain a statewide computer list-serve of CPS technicians and instructors.	A database of certified CPS technicians and instructors is made available to all State CPS Coordinators. In Missouri the list is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in OHS.
Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the THSD.	Local CPS technicians assist partners with checkup events when possible. Local partners included the Missouri Police Chief's Association, Credit Unions, the Columbia Fire Department, and the Central District office. Six classes are currently scheduled for the Jefferson City Fire Department in the next few months. A total of 75 firefighters will be trained in January and February.
Work with partners and with the media to garner support for annual CPS Week in September.	Child Passenger Safety Week ran from September 18 through 24, 2011. A contract was generated through the University of Central Missouri for overtime enforcement efforts to focus on child passenger safety violations. Funds were used for creative advertising and campaigns to reach Missourians with the CPS message during the campaign.
Provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families (note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA Web site http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm).	This year over \$197,778 in child safety/booster seats and other supplies were shipped to inspection stations that were listed on the NHTSA website for distribution to low income families. This is approximately 3,815 convertible child safety seats and 1,291 booster seats for low income families.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws.	A brochure outlining the laws pertaining to child passenger safety has been updated to include information that will enhance benefits from using child safety seats correctly.

Strategies-Teen Passengers/Drivers

Identified	Implemented
Conduct annual teen statewide safety belt enforcement and public awareness campaign in February/March followed by the teen observational safety belt survey in March/April.	The observational survey was conducted between April 1 and April 29, 2011. A total of 30,780 observations were collected at the targeted 150 high schools state wide. There were 16,914 teenage and 11,709 adult drivers observed with 28 driver unknown classifications. Of the teenage drivers observed, 11,443 or 67.7% were using safety belts.
Conduct youth safety belt selective traffic enforcement efforts statewide (<i>Operation Safe Teen</i>) coupled with press releases, radio spots, and materials targeting young drivers.	The teen seatbelt law enforcement mobilization was conducted March 15-30, 2011. As a result of this mobilization, 80 law enforcement agencies conducted 7,480 vehicle stops resulting in 1,040 seat belt violations. Detailed mobilization results are attached to the annual report for youth enforcement included in this document.
Promote <i>Battle of the Belt</i> youth campaign; modify or enhance campaign as needed to keep a fresh approach for the teen audience.	The OHS provides funding that is collected from donations from different agencies to support the statewide "Battle of the Belt" campaign.
Develop youth safety belt public awareness materials with	Brochures have been printed and MoDOT updates its

input from young drivers.	website as needed with the assistance of teen focus groups from local high schools.
Educate youth on the importance of safety belts through programs such as Team Spirit Leadership Training & Reunion, Think First, and the Young Traffic Offenders Program.	<p>Twenty high school teams participated in the 2010 Team Spirit Leadership Program and completed Action Plans for their schools. The objectives for increasing the participants knowledge of traffic crashes and the law, choices and consequences, learning the Action Plan Process, learning strategies for prevention and intervention, leadership, social and organization skills was met through workshops and daily team time for developing action plans.</p> <p>There were eighty-five ThinkFirst traffic safety presentations statewide. A total of 14,683 Missouri students received traffic safety education from the ThinkFirst traffic safety assembly program s delivered via seventy presentations at sixty schools. ThinkFirst Missouri also participated in thirty-two additional traffic safety activities during FY10-11.</p>

Strategies-General Occupant Protection

Identified	Implemented
Conduct NHTSA-approved statewide observational safety belt survey every year, in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns)	The 2011 Safety Belt Usage Survey was conducted from Monday, June 6 through Sunday, June 12, 2011. The survey resulted in 127,720 observations in cars, pickup trucks, sport utility vehicles (SUVs), and vans. The usage rate on Missouri roadways was 78.95 percent.
Produce, promote, and distribute educational materials addressing: occupant protection laws; important of wearing safety belts all the time, and air bag safety	Funding was used to pay for printing of brochures used in educating the public on traffic safety issues. Funding was also used for creative development of internet advertising.
Promote the <i>Saved by the Belt</i> survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience.	The OHS continues to add to the database of survivors for the <i>Saved by the Belt</i> campaign. Information for the program is also available on the saveMOlives.com website.
Conduct annual <i>Click It or Ticket</i> selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the <i>Click It or Ticket</i> safety belt campaign message.	The <i>Click It or Ticket</i> enforcement wave was held May 23 to June 5, 2011. There were 202 agencies contacted while 148 participated. The mobilization report outlining details is attached to this document.
Compliment annual <i>Click It or Ticket</i> campaign with quarterly occupant protection enforcement days, augmented with collateral public information and awareness efforts, namely through press releases.	Occupant Protection Enforcement mobilizations were held on November 18, 2010, February 25, 2011, April 15, 2011, September 18-24, 2011, and November 18, 2011.
Conduct paid media efforts and work toward continual increases in earned media efforts.	Advertising for the quarterly DWI mobilizations are conducted during the holiday season, over the St. Patrick's weekend and Cinco De Mayo. Only radio advertising is purchased for these campaigns. Paid advertising for the Work Zone Awareness Week included radio, internet and digital ads which ran throughout the summer months.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws.	MoDOT developed three viral videos around the topic of a "stupid list" that included not wearing a seat belt. One video was released each week of the campaign. A statewide news release was sent out about the campaign and shell news releases were provided to all participating law enforcement agencies.
Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state.	From October 2010 through September 2011, Missouri Southern State University Criminal Justice Programs presented ten law enforcement training programs to 223 law enforcement officers around the state.
Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference.	Buck Savage is a retired police officer who provided a motivational presentation to the congregation of 244. Sessions offered a larger selection of training topics to the attendees this year.

SCHOOL BUSES

Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways.

School buses are not involved in a large number of traffic crashes in Missouri, but they are significant due to their potential for causing harm to young children. Of all 2007-2009 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 86.7% of the school bus crashes, a school bus was directly involved in the crash and in 13.3% of the crashes, no school bus was directly involved but a school bus signal was involved.

BENCHMARKS

Established	Result
Decrease by 2% the number of fatalities and disabling injuries resulting from crashes involving school buses in comparison to the previous 3-year period to: <ul style="list-style-type: none"> • 85 for the period 2008-2010 • 83 for the period 2009-2011 • 81 for the period 2010-2012 • 80 for the period 2011-2013 • 2007-2009 fatalities and disabling injuries occurring in crashes involving school buses = 94	From 2006-2008 there were 88 fatalities and disabling injuries occurring in crashes involving school buses. From 2007-2009 there were 94. This is an increase of 7%.

Strategies

Identified	Implemented
Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force.	OHS staff is prepared to address the public regarding safety on school buses as determined by the 2005 Governor's School Bus Task Force.
Continue to serve on any state school bus safety committees.	The child passenger safety coordinator continues to serve as a representative from the OHS. She regularly attends the School Bus Task Force meetings held every quarter. This affords the opportunity to stay informed about current changes in the school bus industry that may affect safety measures.
Expand current public awareness materials to address seat belts on school buses, compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones, and sharing the road with school buses.	The CPS Coordinator in the OHS teaches a portion of the curriculum offered at the annual School Bus Driver Trainers course held at the University of Central Missouri in Warrensburg. The curriculum included public awareness information regarding safety issues including compartmentalization on school buses (taken directly from the NHTSA certification training program). The same information is shared in safety presentations to parents/caregivers as the opportunity arises.

PROJECT TITLE:

CPS/Traffic Safety

PROJECT NUMBER:

11-K3-05-3

PROGRAM AREA:

05

JURISDICTION SIZE:

47,484

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Chesterfield Police Dept.

AGENCY CONTACT:

Officer Paul Powers

PROJECT DESCRIPTION:

A full-time (certified) police officer will be assigned as a Traffic Safety Education Officer. This officer will be assigned to the Traffic Division and shall devote his efforts to child passenger safety/occupant protection in an effort to increase public education and information on traffic safety issues in line with the Missouri Blueprint for Safer Roadways.

At least two child-seat check-ups will be scheduled. The officer will participate in NHTSA and Missouri Highway Safety child-seat initiatives. This person will promote and conduct training in this field, especially with other community partnerships, and will partner with SafeKids to promote child restraint programs. In addition, the individual will participate in nationally recognized programs that provide injury and accident prevention for young school aged children.

The City of Chesterfield deems it necessary to continue devoting a full time officer to this innovative and non-traditional role. Traffic safety awareness in order to reduce the injury and fatality rate of our young occupants, is a high priority with this governmental body. But in order to facilitate and staff this initiative, funding from outside sources would be required. The funding of this position and items needed to perform the tasks within it would benefit not only the citizens of the City of Chesterfield, but all Missourians and any and all those that travel our highways.

PROBLEM IDENTIFICATION:

The City of Chesterfield has an extensive population of children, teens, parents, and caregivers who require assistance in the child and occupant protection systems to reduce the child and occupant traffic crash mortality rate.

The City is substantially populated with over 400 city and county streets and roadways as well as having state lettered highways, two numbered highways (Mo 141 and Mo 340), and a major interstate highway (I-64 {US40/61}) that bisects the city east and west for over nine miles. These roadways create a travel nexus for the entire west metropolitan area. All of these streets, roadways, and highways, and the cars that travel on them, create problems that require attention in the critical crash and violation categories of driver inattention and speed, as well as education of the at-risk driver categories.

Educational opportunities will be presented to increase knowledge of not only the general targeted population, but also the numerous public service members that contact the community through enforcement and engineering concerns. The plan is to positively impact the number and severity of potential injury and death related crashes by serving the public with projects that heighten their awareness and affect their attitudes.

GOALS AND OBJECTIVES:

1. Decrease fatal and serious injuries for children 2% over baseline data.
3. Other- Conduct 20 business and/or community presentations regarding child passenger safety, conduct at least two child restraint checks.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)

2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

During the period 10/01/2010 to 09/30/2011 the following activities were performed:

Corporate/Business Contacts: Presented 7 businesses the "Workforce Traffic Safety Initiative" lecture (a classroom lecture concerning the benefits of safe and defensive driving, enforcing good driving habits, and proper seatbelt and car seat usage). Approximately 90 employees were reached. Participated in 2 company safety fairs contacting over 200 people and provided information about driving safety including proper seatbelt usage, passenger safety including proper seatbelt and car seat usage, pedestrian safety and bicycle safety.

Community Groups: Conducted two High School presentations on driver safety, drinking and driving, and seatbelt usage. 27 Elementary talks on occupant safety and correct car seat usage.

Child Car Seat Checkpoints. Conducted 9 child car seat checkpoints in the area for corporate, community and civic groups providing child passenger safety information and conducting child car seat inspections.

Child Car Seat Installation Appointments: Made appointments at the police station for any local and surrounding area residents in need of child restraint installation and education. 176 car seats were checked or installed properly, and 7 car seats were provided to low income families

Bicycle Helmet Fitting and Sales: Conducted 9 events where bicycle helmets were sold and fitted, and helmet safety information was provided. Approximately 125 helmets were provided at cost to attendees. Provided helmets and fittings to local area residents, made available at the Police Department. Approximately 27 helmets were distributed.

Safety Belt Checks: Conducted seat belt checks at both area high schools and seven area elementary schools called Operation Reward. The programs monitors exiting traffic and the seat belted occupants received a tootsie pop. Over 2200 students were contacted.

Teen Academy: An eight week introduction to Law Enforcement for High School Students. Two sessions were taught on DWI and Traffic Safety. The DWI section included both classroom presentation and hands on where the students wore "Fatal Vision" goggles and attempted to perform divided attention task. The traffic safety section we discussed proper seatbelt usage, and proper passenger safety requirements.

AARP Older Driver Education Program: Conducted four 4- hour classes for older drivers using the AARP Older Driver Education curriculum. 112 people attended the presentations.

Safety Town: This officer was assigned as the coordinator and one of the instructors for this nationally recognized program. Participants ranging in age from four to six years old attended one of six two week programs where they were taught various aspects of safety, including child passenger safety, through classroom and practical exercise. This program had 196 participants

Victim Impact Panel: A court appointed program targeting first time offenders. Six presentations were conducted reaching over 140 people about the dangers of impaired and aggressive driving.

Instruction/Teaching: The following courses were taught on the indicated topics:

- (6) CPS Technicians Update class
- (8) NHTSA CPS technician's certification classes at various locations
- (6) NHTSA SFST courses at Kirkwood Community Center
- (3) Public education on Child Passenger Safety (St Luke's Hospital Maternity)
- (4) Driver Safety Presentation

Training Conferences: In an effort to stay up to date on current traffic safety issues the following conferences were attended: Lifesavers Conference Phoenix, AZ, LETSAC (Law Enforcement Traffic Safety Advisory Council) Conference Lake of the Ozarks, MO.

Miscellaneous: Attended SafeKids STL monthly meetings, and St Louis Regional Traffic Safety Council monthly meetings.

Conclusion and Comments:

As expected, a wide variety of traffic safety educational and community projects have allowed a large segment of the regional population the opportunity to benefit from the information provided as well as getting new educators trained to continue the traffic safety message. We have expanded our community projects and advocacy outreaches throughout the year. We remain dedicated and involved with our partnerships with other strong safety groups such as MoDOT/ Traffic & Highway Safety Division, SafeKids, AARP, and LETSAC in order to maximize our ability to reach as much of our community as possible in an effort to decrease traffic fatalities and injuries through education and awareness.

FUNDING:

2011 / 20.613: 29,236.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Teen Seat Belt Survey

PROJECT NUMBER:

11-OP-05-6

PROGRAM AREA:

05

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Using the established study methodology developed, the Missouri Safety Center will continue this observational study at 150 schools between April 14 and May 9, 2011, to measure regional changes in teenage safety belt usage rates.

PROBLEM IDENTIFICATION:

A high school safety belt observational survey was conducted in the State of Missouri from April 1 through April 30, 2009. The effort was funded by the Highway Safety Division of the Missouri Department of Transportation in cooperation with the Missouri Safety Center. A total of 27,367 observations were collected at 142 high schools. Two instruments were used to collect these data; one instrument focused on the vehicle and the driver and the other targeted the front seat outboard passenger and other occupants in the vehicle. There were 15,503 teenage and 10,321 adult drivers observed. In addition, 1,993 front seat outboard passengers were identified of which 1,842 were teenagers.

Safety belt use for all teenage drivers and teenage front seat outboard passengers combined was 61.5 percent, a 0.8 percent decrease from 2008 (62.3 %). There were 15,053 teenage drivers observed of which 9,242, or 61.4 percent, were using safety belts. This is a 0.3 percent decrease over the 61.7 percent using safety belts in 2008. This number is still well below the 2008 statewide safety belt use rate of 75.8 percent. Female teenage drivers' safety belt use was 11.8 percent higher than male teenage drivers at 67.3 and 55.5 percent, respectively. Safety belt use among teenage male drivers stayed the same when compared to the 2008 survey results of 55.5 percent. Safety belt use among teenage female drivers decreased 0.7 percent when compared to the 2008 survey results of 68.0 percent.

According to the 2008-2012 Missouri's Blueprint to Arrive Alive, specific enforcement strategies include: strict enforcement of the GDL law (e.g., curfew, safety belt) and expand enforcement targeting young drivers.

GOALS AND OBJECTIVES:**Goals:**

1. Produce a statewide teen seat belt usage rate for 2011.

Objectives:

1. Employ a core group of trained observers to collect data on teen seat belt usage, using established methodology.
2. Set dates and conduct surveys.
3. Analyze the data.
4. Publish a final report that compares current data to previous data.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)

4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Observations were conducted Monday through Friday with 100% collected in the morning time frame. The survey was conducted between April 1 and April 29, 2011. A total of 30,780 observations were collected at the targeted 150 high schools state wide. There were 16,914 teenage and 11,709 adult drivers observed with 28 driver unknown classifications. Of the teenage drivers observed, 11,443 or 67.7% were using safety belts. All data was scanned by the Missouri Safety Center then sent electronically to the Institutional Research Center at the University of Central Missouri. The Center ran the analysis using SAS; a statistical software program, which generated various data that were then analyzed. Detailed reports were prepared by the Safety Center and submitted to MoDOT Traffic and Highway Safety Division for distribution to division partners.

FUNDING:

402 / 20.600: 48,779.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Click-it or Ticket - CPS

PROJECT NUMBER:

11-K3-05-1

PROGRAM AREA:

05

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will provide the continuation of funding for the "Click It Or Ticket" campaign, which shall include the additional focus on child passenger safety. This mobilization program is designed as a positive countermeasure for occupant protection by encouraging greater public use of child safety seats and safety belts while operating vehicles on Missouri roadways. The Missouri Safety Center will contract with local law enforcement agencies to conduct specific enforcement efforts on targeted roadways and at specific times deemed advantageous to establishing greater occupant protection usage. The funding provided through this grant is designed to cover approximately 60% of overtime enforcement during the "Click It or Ticket" campaign in May and 100% during National CPS Week in September. Each agency will be required to conduct overtime enforcement within their jurisdictions to increase public knowledge and compliance with occupant protection usage. A report will be made and a comprehensive analysis of all enforcement and funding data collected will be provided.

PROBLEM IDENTIFICATION:

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. The 2009 Child Safety Seat Survey developed and conducted by the Missouri Safety Center revealed that 91.3 percent of the 4,233 children under age four were restrained. This is a 1.1 percent increase over the reported 2008 restraint use figure (90.2%). Ninety-four percent of the children were located in the back seat of the vehicle. Of the 3,866 children who were restrained, 59 percent were in forward facing child safety seats. Eighteen percent were in booster seats which is a four percent increase from 2008. Children restrained by safety belts decreased from 7 percent in 2008 to 4 percent in 2009. A total of 367 children (9%) were not restrained. Most of those children, 93 percent (342), were "loose" in the vehicle either sitting, standing, or lying in the seat. The remaining seven percent (25) were being held on the lap of another passenger. Twenty-nine percent (107) of the children not restrained were located in the front seat.

Missouri continues to make progress in public information and enforcement efforts to increase the proper use of occupant restraint devices. The child safety seat usage rate continues to increase slowly, however; more effort is needed in the area of enforcement by also focusing on child passenger safety during these major campaigns. The Missouri State Highway Patrol and local law enforcement agencies will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the "Click It or Ticket" Child Passenger Safety (CPS) campaign message during law enforcement efforts in May of 2011 and in September during National CPS Week.

GOALS AND OBJECTIVES:

Goal: To increase child safety seat usage statewide by 1%.

Objectives:

1. Identify the law enforcement agencies within the primary 20 counties and connecting roadways that feed into those counties where safety belt studies are conducted, offering those agencies child safety seat/safety belt enforcement contracts.
2. Contract with up to 250 law enforcement agencies to provide enforcement efforts on selected and targeted roadways.
3. Collect and analyze the enforcement data from the STEP Wave, including electronic reporting through MoDOT's new data collection system.
4. Work with the Missouri State Highway Patrol and the Coalition for Roadway Safety's PI & E Sub-committee, providing information to the media and public on these efforts as an additional deterrent for non-compliance.
5. Provide data corresponding to recently conducted statewide safety belt surveys to help guide the STEP grantees to the low

seat belt usage areas of their city or county. Law enforcement agencies within the counties that represent 80% of the state's population will be considered for funding.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Safety Center implemented the selective traffic enforcement program (STEP Waves) that included additional focus on child passenger safety (CPS). The CPS grant was designed to cover approximately 60% of the CIOT campaign. This mobilization program, as defined in the Missouri Blueprint to Arrive Alive, is designed as a positive counter measure for occupant protection by encouraging greater public use of safety belts while operating vehicles on Missouri roadways. The Missouri Safety Center contracted with local law enforcement agencies to conduct specific enforcement efforts on targeted roadways and at specific times deemed advantageous to establishing greater occupant protection usage. Each agency was required to conduct overtime enforcement within their jurisdictions to increase public knowledge and compliance with occupant protection usage. A listing of issued citations by category during National CPS Week is attached to this report. A comprehensive analysis of all enforcement and funding data collected is included in the 11-OP-05-5 annual report (statewide Click It or Ticket campaign).

Total Number of Officers CIOT 776 Total Number of Officers CIOT CPS 336

Total Number of Man-Hours CIOT 6,459

Total Number of Man-Hours CIOT CPS 1,792

Total Dollars Spent CIOT \$192,910.02

Total Dollars Spent CIOT CPS \$47,747.21

CIOT ~ Out of the 250 agencies contacted, 202 participated.

CIOT CPS ~ Out of the 250 agencies contacted, 111 participated.

Law enforcement agencies within the counties that represent 80% of the state's population were considered for this funding.

FUNDING:

\$339,680.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358



CONTACT | CAREERS | NEWS | SITEMAP



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

HSD Home
MoDOT Home
Mobilization Results
Select Agency
Staff Reports ▶
Administration ▶
Logout

2011 CPS Week (111 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
67	42	157	81	47	50	2630	430	3510	1560	115	10	7

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Unl Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
1	0	0	309	827	22	43	5	63	973	3842	7352

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
7660	2888	1	38	11	42	3	33	17	4	3

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
4	3	52	1	16	9	36	175	42	17	16	1007	356	1649

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
138	69	0	0	0	0	0	1	99	651	961	2610

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
1	4	0	6	3

Total number of records submitted: 114

CIOT CPS Enforcement, SAF008
September 18-24, 2011

County	Agency	Budget Amount	Amount Paid	O.T. Hours	# Officers
Adair	Adair County Sheriff's Dept.	\$500	\$400.00	20.00	3
Jefferson	Arnold Police Dept.	\$500	\$500.00	14.00	4
Lawrence	Aurora Police Dept.	\$450	\$172.24	8.00	1
Barton	Ballwin Police Dept.	\$500	\$484.92	10.00	3
Cass	Belton Police Dept.	\$400	\$258.10	8.00	4
St. Louis	Berkeley Police Dept.	\$375	\$375.00	20.00	2
Christian	Billings Police Dept.	\$250	\$249.20	14.00	2
Jackson	Blue Springs Police Dept.	\$400	\$254.61	9.00	3
Bollinger	Bolivar Police Dept.	\$400	\$400.00	20.00	2
Boone	Boone County Sheriff's Dept.	\$750	\$750.00	28.00	8
Cooper	Bowling Green Police Dept.	\$400	\$398.34	23.50	1
Pike	Branson West Police Dept.	\$250	\$225.23	11.50	3
Buchanan	Buchanan County Sheriff's Dept.	\$400	\$182.95	7.00	2
St. Louis	Butler County Sheriff's Dept.	\$400	\$400.00	16.00	2
Linn	Byrnes Mill Police Dept.	\$375	\$375.00	25.00	1
Buchanan	Cabool Police Dept.	\$375	\$362.08	16.00	3
Dallas	Calverton Park Police Dept.	\$375	\$281.25	13.00	4
Jefferson	Cape Girardeau Police Dept.	\$500	\$385.68	12.00	3
Texas	Cartersville Police Dept.	\$250	\$169.56	9.00	3
Camden	Cass County Sheriff's Office	\$500	\$266.16	8.00	1
Girardeau	Charlack Police Dept.	\$375	\$375.00	15.00	2
Girardeau	Chesterfield Police Dept.	\$400	\$368.62	9.50	3
Jasper	Chillicothe Police Dept.	\$250	\$240.00	12.00	1
St. Louis	Clayton Police Dept.	\$400	\$389.02	11.00	2
Mississippi	Columbia Police Dept.	\$500	\$469.44	12.00	1
St. Louis	Conway Police Dept.	\$250	\$250.00	15.00	2
Livingston	Crawford County Sheriff's Dept.	\$500	\$500.00	25.00	4
Christian	Creve Coeur Police Dept.	\$1,000	\$788.33	18.00	6
Clark	Crocker Police Dept.	\$375	\$372.00	31.00	2
Cass	DeSoto Police Dept.	\$400	\$170.16	8.00	2
Cole	Dexter Police Dept.	\$400	\$368.40	15.00	3
Laclede	Doniphan Police Dept.	\$250	\$243.36	16.00	3
Pemiscot	Eureka Police Dept.	\$400	\$395.29	11.00	3

Andrew	Ferguson Police Dept.	\$250	\$241.59	7.50	2
Crawford	Festus Police Dept.	\$400	\$396.26	13.50	3
Dallas	Foristell Police Dept.	\$400	\$400.00	16.50	3
Jasper	Gladstone Dept. of Public Safety	\$400	\$397.84	12.00	2
Reynolds	Glendale Police Dept.	\$400	\$398.60	9.00	3
Howard	Grandview Police Dept.	\$400	\$345.78	12.00	3
Jefferson	Hallsville Police Dept.	\$400	\$397.79	15.86	2
Madison	Herculaneum Police Dept.	\$375	\$354.12	13.00	1
Greene	Independence Police Dept.	\$2,000	\$1,783.99	46.00	9
Cass	Jackson Police Dept.	\$250	\$177.84	8.00	2
Pemiscot	Jefferson County Sheriff's Office	\$2,000	\$1,928.28	68.00	11
Taney	Kansas City MO Police Dept.	\$2,000	\$1,938.96	44.00	6
Howell	Kennett Police Dept.	\$500	\$493.25	19.50	2
Jackson	Kimberling City Police Dept.	\$250	\$238.84	11.00	3
Jackson	Kirkwood Police Dept.	\$700	\$700.00	20.00	3
Jefferson	Lake Ozark Police Dept.	\$375	\$369.44	17.50	2
Jackson	Lawrence County Sheriff's Dept.	\$375	\$365.49	17.00	3
Clay	Lebanon Police Dept.	\$500	\$489.90	23.00	5
St. Louis	Lewis County Sheriff's Dept.	\$500	\$500.00	24.00	3
Laclede	Liberty Police Dept.	\$500	\$472.85	15.00	3
Miller	Licking Police Dept.	\$375	\$375.00	22.00	2
Lawrence	Linn Creek Police Dept.	\$250	\$250.00	16.50	3
Jackson	Lone Jack Police Dept.	\$500	\$478.80	20.00	2
Lewis	Madison County Sheriff's Dept.	\$500	\$493.25	25.00	5
Lincoln	Maryland Heights Police Dept.	\$500	\$399.62	10.00	3
Jackson	Merriam Woods Police Dept.	\$250	\$248.99	14.25	2
Madison	Mexico Public Safety Dept.	\$250	\$203.46	6.00	1
Lawrence	Moline Acres Police Dept.	\$375	\$375.00	22.25	2
St. Louis	Monett Police Dept.	\$375	\$171.96	6.00	1
Taney	Moscow Mills Police Dept.	\$375	\$375.00	15.00	3
Audrain	Mount Vernon Police Dept.	\$500	\$500.00	20.00	4
Morgan	Newton County Sheriff's Dept.	\$375	\$358.99	13.00	2
Lawrence	Nixa Police Dept.	\$500	\$276.04	10.00	4
Newton	North Kansas City Police Dept.	\$400	\$198.00	6.00	1
Newton	Oakview Police Dept.	\$400	\$393.73	17.25	3
Christian	Odessa Police Dept.	\$375	\$375.00	16.00	5

Franklin	O'Fallon Police Dept.	\$400	\$355.20	8.00	2
Clay	Osage Beach Dept. of Public Safety	\$500	\$500.00	40.00	4
Lafayette	Ozark Police Dept.	\$500	\$461.39	20.50	3
Christian	Pevely Police Dept.	\$400	\$375.00	12.00	2
Franklin	Phelps County Sheriff's Dept.	\$400	\$383.16	13.00	4
Marion	Pike County Sheriff's Office	\$250	\$170.70	8.00	2
Platte	Pineville Police Dept.	\$375	\$233.75	16.29	2
Pike	Pleasant Valley Police Dept.	\$500	\$425.75	19.00	5
McDonald	Poplar Bluff Police Dept.	\$700	\$667.20	20.00	1
Washington	Potosi Police Dept.	\$375	\$345.87	21.00	2
Platte	Republic Police Dept.	\$375	\$280.68	11.00	4
Clinton	Reynolds County Sheriff's Dept.	\$375	\$375.00	15.00	6
Cass	Richmond Police Dept.	\$250	\$244.60	10.50	2
Clay	Ripley County Sheriff's Dept.	\$400	\$400.00	23.00	3
Butler	Riverside Dept. of Public Safety	\$450	\$272.85	6.00	2
Jackson	Rolla Police Dept.	\$375	\$301.80	13.00	8
Greene	Scotland County Sheriff's Dept.	\$375	\$375.00	25.00	2
Reynolds	Scott City Police Dept.	\$400	\$311.08	16.00	4
Pulaski	Scott County Sheriff's Dept.	\$250	\$250.00	10.00	2
Ray	Sedalia Police Dept.	\$375	\$358.40	16.00	2
Platte	Smithville Police Dept.	\$400	\$378.00	12.00	2
Jasper	Springfield Police Dept.	\$2,000	\$1,314.68	25.00	4
Scotland	St. Ann Police Dept.	\$500	\$500.00	16.00	2
Scott	St. Charles County Sheriff's Dept.	\$3,000	\$1,122.82	32.00	5
Scott	St. Charles Police Dept.	\$400	\$400.00	8.00	2
Scott	St. Clair Police Dept.	\$500	\$495.90	18.00	1
Clay	St. John Police Dept.	\$500	\$448.70	10.00	2
McDonald	St. Joseph Police Dept.	\$750	\$740.81	25.00	10
St. Louis	St. Peters Police Dept.	\$875	\$872.54	18.00	6
St. Charles	St. Robert Police Dept.	\$375	\$268.79	9.00	3
Franklin	Stone County Sheriff's Dept.	\$375	\$367.87	15.50	1
Phelps	Strafford Police Dept.	\$450	\$343.89	11.50	2
St. Louis	Troy Police Dept.	\$500	\$235.50	6.00	2
St. Louis	Union Police Dept.	\$500	\$494.06	16.00	3
Pulaski	Vernon County Sheriff's Dept.	\$250	\$75.90	5.00	1

St. Genevieve	Versailles Police Dept.	\$375	\$375.00	15.00	3
Stone	Washington Police Dept.	\$750	\$469.96	16.00	3
Greene	Waynesville Police Dept	\$375	\$340.10	18.00	6
St. Louis	Webb City Police Dept.	\$375	\$375.00	14.00	2
Lincoln	Webster Groves Police Dept.	\$500	\$500.00	12.00	3
Franklin	Wentzville Police Dept.	\$875	\$856.76	24.50	8
	TOTALS	\$31,275	\$47,747.21	1791.90	336

PROJECT TITLE:

Click-It or Ticket Enforcement

PROJECT NUMBER:

11-OP-05-5

PROGRAM AREA:

05

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will provide the continuation of funding for the selective traffic enforcement program (STEP Waves). This mobilization program is designed as a positive countermeasure for occupant protection by encouraging greater public use of safety belts while operating vehicles on Missouri roadways. The Missouri Safety Center will contract with local law enforcement agencies to conduct specific enforcement efforts on targeted roadways and at specific times deemed advantageous to establishing greater occupant protection usage and/or DWI deterrence. Each agency will be required to conduct overtime enforcement within their jurisdictions to increase public knowledge and compliance with occupant protection usage or as a deterrent for apprehension of DWI drivers. A report will be made after the enforcement campaign is complete.

PROBLEM IDENTIFICATION:

Traffic crashes are the leading cause of death in the US. One of the best means of defense in a crash is to be protected by a safety belt or child restraint. If properly restrained by a safety belt, the chance of surviving an automobile crash increases by 45% and the chance of surviving a light truck crash increases by 60%. Vehicle drivers are 20 times more likely to die in a crash if not buckled up. Although safety belt use rates have climbed slowly over the years, nearly 70% of people who die in Missouri crashes are still not wearing a safety belt. The number is even higher for teen drivers. Of the teen vehicle occupants who died in crashes between 2005 - 2007, 80% were not wearing safety belts. The 2008 Safety Belt Survey developed and conducted by the Missouri Safety Center resulted in 88,980 observations in cars, pickup trucks, sport-utility vehicles (SUVs) and vans, establishing a seat belt usage rate of 75.78%.

Missouri continues to make progress in public information and enforcement efforts to increase the proper use of occupant restraints for all drivers. However, more effort is needed in the area of enforcement by conducting selective traffic enforcement programs (STEP Waves) with the Missouri State Highway Patrol and local law enforcement agencies. This enforcement will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the "Click It or Ticket" belt campaign message. The 2008-2012 Missouri's Blueprint To Arrive Alive lists the following enforcement strategies to improve the problem of unrestrained occupants:

- Aggressively enforce the secondary occupant protection law.
- Increase emphasis on special occupant protection mobilizations that include public information campaigns and Selective Traffic Enforcement Programs (STEP).

GOALS AND OBJECTIVES:**Goals:**

To increase the seatbelt usage rate statewide.

Objectives:

1. Identify the law enforcement agencies within the primary 20 counties and connecting roadways that feed into those counties where safety belt studies are conducted, offering those agencies safety belt enforcement contracts.
2. Contract with up to 250 law enforcement agencies to provide enforcement efforts on selected and targeted roadways for the occupant protection STEP Wave.
3. Collect and analyze the enforcement data from the STEP Wave, including electronic reporting through MoDOT's new data collection system.

4. Work with the Missouri State Highway Patrol and the Coalition for Roadway Safety's P.I & E Sub-committee, providing information to the media and public on these efforts as an additional deterrent for non-compliance.
5. Provide data corresponding to recently conducted statewide safety belt surveys to help guide the STEP grantees to the low seat belt usage areas of their city or county. Law enforcement agencies within the counties that represent 80% of the state's population will be considered for funding.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Total Number of Officers CIOT: 776

Total Number of Officers CIOT CPS: 336

Total Number of Man-Hours CIOT: 6,459

Total Number of Man-Hours CIOT CPS: 1,792

Total Dollars Spent CIOT: \$192,910.02

Total Dollars Spent CIOT CPS: \$ 47,747.21

Click It or Ticket: There were 202 agencies contacted while 148 participated.

Click It or Ticket (CPS): There were 201 agencies contacted while 110 participated.

FUNDING:

402 / 20.600: 132,440.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358



CONTACT | CAREERS | NEWS | SITEMAP



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

HSD Home
MoDOT Home
Mobilization Results
Select Agency
Staff Reports ▶
Administration ▶
Logout

2011 Click It or Ticket Campaign (202 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
386	158	795	325	198	160	6684	1738	10444	6451	307	84	43

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Unl Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
5	10	9	1357	3041	97	176	4	471	3736	14892	25336

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
28905	15722	21	217	47	296	14	108	78	31	22

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
13	7	91	4	29	11	133	582	178	71	147	3362	1300	5773

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
832	23	4	8	0	0	0	20	270	2587	3732	9505

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
13	15	0	4	2

Total number of records submitted: 218

PROJECT TITLE:

Youth Enforcement

PROJECT NUMBER:

11-OP-05-3

PROGRAM AREA:

05

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will continue the youth enforcement effort with special overtime enforcement contracts issued to local law enforcement agencies around the 80 high schools included in the observational study. A selected group of 50 law enforcement agencies will be identified to work this enforcement effort. The efforts of each agency will be tracked and observational studies conducted to determine the impact of the enforcement efforts.

PROBLEM IDENTIFICATION:

Young drivers are substantially overrepresented in traffic crashes both nationwide and in Missouri. Accounting for only 10% of Missouri's licensed drivers, young drivers are involved in over 24% of the fatal and disabling injury crashes. A high school safety belt observational survey was conducted in the State of Missouri from April 1 through April 30, 2009. A total of 27,367 observations were collected at 142 high schools. Two instruments were used to collect these data; one instrument focused on the vehicle and the driver and the other targeted the front seat outboard passenger and other occupants in the vehicle. There were 15,503 teenage and 10,321 adult drivers observed. In addition, 1,993 front seat outboard passengers were identified of which 1,842 were teenagers.

Safety belt use for all teenage drivers and teenage front seat outboard passengers combined was 61.5 percent, a 0.8 percent decrease from 2008 (62.3 %). There were 15,053 teenage drivers observed of which 9,242, or 61.4 percent, were using safety belts. This is a 0.3 percent decrease over the 61.7 percent using safety belts in 2008. This number is still well below the 2008 statewide safety belt use rate of 75.8 percent. Female teenage drivers' safety belt use was 11.8 percent higher than male teenage drivers at 67.3 and 55.5 percent respectively. Safety belt use among teenage male drivers stayed the same when compared to the 2008 survey results of 55.5 percent. Safety belt use among teenage female drivers decreased 0.7 percent when compared to the 2008 survey results of 68.0 percent.

According to the 2008-2012 Missouri's Blueprint to Arrive Alive, specific enforcement strategies include strict enforcement of the GDL law (e.g., curfew, safety belt) and expanded enforcement targeting young drivers.

GOALS AND OBJECTIVES:

Goals: Increase teen seat belt usage statewide.

Objective:

1. Identify the law enforcement agencies around the 80 high schools included in the survey methodology, offering those agencies teen safety belt enforcement contracts.
2. Conduct high levels of enforcement to increase the safety belt usage rate at the 80 high schools included in the study.
3. Collect and analyze the enforcement data from the enforcement effort, including electronic reporting through MoDOT's new data collection system.
4. Track the efforts and results of the media and enforcement to determine effect.
5. Provide resulting data for use with media efforts as part of the public information program to increase awareness of the enforcement efforts.
6. Collect prospective best practices that impact safety belt usage by at risk groups.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Teen seatbelt law enforcement mobilization was conducted March 15-30, 2011. As a result of this mobilization, 80 law enforcement agencies conducted 7480 vehicle stops resulting in 1040 seat belt violations.

Mobilization results attached for further details.

FUNDING:

402 / 20.600: 52,580.00

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358



CONTACT | CAREERS | NEWS | SITEMAP



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

HSD Home
MoDOT Home
Mobilization Results
Select Agency
Staff Reports ▶
Administration ▶
Logout

Youth Safety Belt Enforcement Campaign - March 2011 (80 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
188	57	204	116	64	90	1799	362	2880	1040	37	20	15

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
0	6	10	412	1087	38	85	61	147	1360	3936	6816

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
7480	1809	4	73	31	132	23	43	32	16	5

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
5	2	42	0	8	6	22	152	35	17	22	875	330	1453

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
100	8	1	2	0	0	0	8	95	1085	1296	2749

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
2	0	0	0	7

Total number of records submitted: 83

PROJECT TITLE:

Child Passenger Safety 2011(d)

PROJECT NUMBER:

11-K3-05-2

PROGRAM AREA:

05

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Funding will cover the costs of CPS training and supplies (including child safety seats and booster seats), printing, and travel expenses relating to child passenger safety education. Law enforcement overtime and media expenses will be covered under a separate 2011(d) grant.

Note: Missouri has been awarded Section 2011(d) grant funding for three consecutive years since 2006 when it qualified for the funding. Staff will continue to make application if funding is available during the coming fiscal year.

PROBLEM IDENTIFICATION:

Motor vehicle crashes remain the leading cause of unintentional injury-related deaths among children under the age of 16 years in Missouri. According to the Missouri State Highway Patrol, in 2008, 43 fatalities and 4,367 injuries were reported in children under age 16 due to motor vehicle crashes in Missouri. Many of the injuries and fatalities occur when children ride unrestrained or are improperly restrained. It is estimated that 73 percent of children nationwide who are placed in child safety seats are improperly restrained.

Lack of funds to purchase child safety seats and booster seats contributes to lower usage rates among low-income families. However, research shows that 95 percent of low-income families who own a child safety seat use it. Improving access to affordable child restraint systems and educating parents or care-givers about proper installation and use are key components to increase use rates in these socio-economic groups.

GOALS AND OBJECTIVES:**Goal:**

Expand efforts to reduce the total number of fatalities and serious injuries to children from birth to age eight.

Objectives:

- Support six CPS classes this fiscal year
- Distribute 100,000 brochures on the proper installation and use of child safety seats
- Distribute 8,530 car seats/booster seats to low income families
- Participate in statewide CPS enforcement/education campaign

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:

- Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

During FY 2011, the 2011(d) funding was used to purchase approximately 3,815 convertible child safety seats and 1,291 booster seats for low income families, amounting to \$197,778. Up to 50% of the 2011(d) annual allocation may be spent on child safety seats. The MO CPS Advisory Committee determined that in order to receive the seats, inspection stations must be listed on the NHTSA website, must maintain at least one currently certified technician to provide education along with the safety seat, and must serve low income families (pursuant to federal guidelines). These safety seats were provided to the 196 inspection stations in Missouri that were listed on the NHTSA website for distribution (current listing attached to this report). These inspection stations each estimate that an average of over 350 child safety seats are checked each year at their locations.

LATCH Manuals are also provided to new inspection stations as well as to existing inspection stations when the manual is updated. Equipment such as vehicle seat simulators, training dolls, and child safety seats are provided to agencies that partner with the Traffic and Highway Safety Division to provide multiple classes during the year.

Seven NHTSA standardized child passenger safety technician certification courses were sponsored through the Highway Safety Office. Attendance records indicate groups trained included law enforcement, health department personnel (including nurses), firemen, emergency medical professionals, and others. The courses were typically 3 days long and combined classroom instruction, hands-on work with car seats and vehicles, and a community safety seat checkup. Instructor fees, class supplies, and registration fees for students were reimbursed when requested. The classes were held around the state (Crocker, Columbia, Kansas City, Nevada, Harrisonville, Rolla and Versailles, MO). By providing the classes, 93 additional CPS technicians were certified. In addition, this grant funded recertification fees for instructors and technicians when requested, and additional training supplies were provided as needed.

Brochures and other printing costs were funded through this grant as well. Over 34,952 CPS-related brochures were printed and distributed during the fiscal year to help educate parents or the public about the importance of proper installation of child safety seats. Part of those printing costs included law enforcement citation cards that are still available and distributed to every law enforcement agency around the state that request them as new law enforcement officers are trained/recruited. Two law enforcement campaigns with an emphasis on child passenger safety were funded (or partially funded) this fiscal year with the 2011(d) allocation. Activities are detailed under the CIOT ("Click It Or Ticket") grant (11-OP- 05-5) along with the listing of agencies participating and the citations written. Additionally, a separate annual report (11-K3-05-1) will detail law enforcement activities for the campaign held during National CPS Week.

There are currently 837 certified CPS technicians and 32 instructors in Missouri. The last child safety seat survey conducted in 2009 indicated a 91% usage rate of child safety seats; a good indication that the program is reaching parents/care givers. A very important part of the success is contributed to public awareness campaigns through True Media (activities covered under a separate grant).

FUNDING:

\$300,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Child Safety Seat Inspection Stations -

Organization	Contact Last Name	Contact First Name	Street Address	City	County	State	Zip Code	Phone
Aftton Fire Protection District	Bryant	Mark	9282 Gravois Road	Aftton	St. Louis	MO	63123	314-631-1803 x 3
Oregon County Health Department	Huckabee	Shauna	#4 Market, P.O. Box 1	Alton	Oregon	MO	65606	417-778-7450
Douglas Couty Health Department	Hodges	Sonya	603 NW 12 Ave, Box	Ava	Douglas	MO	65608	417-683-4174
Battlefield Fire Protection District	Dickey	Tom	4117 W. 2nd	Battlefield	Greene	MO	65619	417-881-9018
City of Berkeley Fire Department	Collier	Jeffery	6140 N. Hunley Rd	Berkeley	St. Louis	MO	63134	314-524-2041
Harrison County Health Department	Rucker	Christine	1700 Bethany Ave, Br	Bethany	Harrison	MO	64424	660-425-6324
Luv-N-Tots, Inc	Rodgers	Peg	401 E. Shawnee	Bloomfield	Stoddard	MO	63825	573-568-2111
Stoddard County Public Health Center	Sexton	Amanda	1001 N. Highway 25	Bloomfield	Stoddard	MO	63825	573-568-4593
Barceda Families	Taylor	Karen	106 W. Jackson	Bolivar	Polk	MO	65613	417-777-2648
Polk County Health Department	Zanaboni	Sandra	1317 W. Broadway	Bolivar	Polk	MO	65613	417-326-7250
Bonne Terre Fire Department	Watson	Brian	520 N. Division St.	Bonne Terre	St. Francois	MO	63628	573-358-2200
Pike County Health Department	Gamm	Kim	5 East Church St	Bowling Green	Pike	MO	63334	573-324-6373
A Family's Place Chiropactic	Rayle	Jim	118 N. 3rd. St.	Branson	Taney	MO	65616	417-334-8828
Taney County Health Department - Branson	Miller	Kara	320 Rinehart Road	Branson	Taney	MO	65616	417-334-4544
Car Craft CARSTAR	Gentry	Nikki	11537 St. Charles Ro	Bridgeton	St. Louis	MO	63044	314-494-8955
Linn County Health Department	Dowell	Sharon	635 S. Main	Brookfield	Linn	MO	64628	660-258-7251
Bates County Health Center	Callahan	Sandra	501 N. Orange	Bultar	Bates	MO	64730	660-679-6108
Calhoun Early Childhood Center	Fusaro	Paula	409 S. College	Calhoun	Henry	MO	65323	660-694-0195
Camdenton Police Department	Stradt	Melissa	437 West US Highwa	Camdenton	Camden	MO	65020	573-346-3604
Parents as Teachers	Austin	Stacey	119 Service Rd.	Camdenton	Camden	MO	65020	573-346-9268
Cape Girardeau Safe Communities Program	Ware	Lynn	40 S. Sprigg Street	Cape Girardeau	Cape	MO	63703	573-335-7908
SAFE KIDS Cape Girardeau	Kirby	Brooke	3049 William St.	Cape Girardeau	Cape	MO	63703	573-332-1587
Carroll County Health Department	Brock	Judy	5 North Ely	Carrollton	Carroll	MO	64633	660-542-3247
Pemiscot County Intiative Network	Pyette	Vicki	711 West 3rd Street	Caruthersville	Pemiscot	MO	63830	573-333-5301x226
Cedar Hill Fire Protection District	Shuster	Greg	6766 Cedar Hill Rd	Cedar Hill	Jefferson	MO	63016	636-285-3345
Centralia Police Department	Fair	Thomas	114 S. Rollins	Centralia	Boone	MO	65240	573-682-2132
Charleston Parents As Teachers	Story	Andrea	604 S. Thorn St.	Charleston	Mississippi	MO	63834	573-233-6062
Car Craft CARSTAR	Gentry	Nikki	47 Cparice Dr.	Chesterfield	St. Louis	MO	63055	314-494-8955
Chesterfield Police Department	Powers	Paul	690 Chesterfield Park	Chesterfield	St. Louis	MO	63017	636-537-3000
Missouri Department of Transportation	Ruffus	Phil	1590 Woodlake Dr.	Chesterfield	St. Louis	MO	63017	314-340-4261
Livingston County Health Center	Taylor	Mary	800 Adam Drive	Chillicothe	Livingston	MO	64601	660-646-5506
City of Clayton Fire Department	Junger	Erin	10 N. Bemiston	Clayton	St. Louis	MO	63105	314-290-0485
Climax Springs R-IV School	Willoughby	Trena	119 Nort Drive	Climax Springs	Camden	MO	65324	573-347-3005 x 125
Henry County Health Center	French	Gary	306 S. Second St.	Clinton	Henry	MO	64735	660-885-8193
West Community Action Agency Head Start	Greenwell	Jennifer	1003 E. Clark	Clinton	Henry	MO	64735	660-885-3764
Cole Camp Police Department	Smith	Lesia	401 W. Main	Cole Camp	Benton	MO	65325	660-668-2321
Columbia Fire Department	Atkins	Darla	201 Orr St	Columbia	Boone	MO	65201	573-874-7556
Pulaski County Health Department	McClendon	Patty	101 12th Street	Crocker	Pulaski	MO	65452	573-736-2217
Valle Ambulance District	Renfro	Lena	12363 State Route 21	DeSoto	Jefferson	MO	63020	636-586-2131
Mississippi County Caring Community	Atkins	Katrina	603 Garfield	East Prairie	Mississippi	MO	63845	573-683-7551
Miller County Ambulance District	Sedwick	Kelly	1304 S. Aurora St.	Eldon	Miller	MO	65026	573-392-7303
Cedar County Health Department	Ehlers	Jenean	1317 S. Highway 32	Eldorado Sprir	Cedar	MO	64744	471-876-5477

Eureka Fire Protection District	Allen-Frost	Sheila	4849 Highway 109	Eureka	Jefferson	MO	63025	636-938-5505
Eureka Police Department	Werges	Jennifer	120 City Hall Drive	Eureka	St Louis	MO	63025	636-938-6601
St. Francois County Ambulance District	Isgrig	TJ	820 Electric Street	Farmington	St. Francois	MO	63640	573-431-0030x19
Fayette Schools-Parents as Teachers Program	Holtwick	Nancy	702 Lucky St	Fayette	Howard	MO	65248	660-248-3686
Fenton Fire District	Cooper	Joel	845 Gregory Lane	Fenton	St. Louis	MO	63026	636-343-4188
St. Clare Health Center	Waser	Kathy	1015 Bowles	Fenton	St. Louis	MO	63026	636-496-2000
Ferguson Fire Department	Bommarito	Tony	106 Church	Ferguson	St. Louis	MO	63136	314-521-1117
Jefferson R-7 Fire Protection District	Straussberg	Michael	13000 State Rd TT	Festus	Jefferson	MO	63028	636-937-6878
Joachim Platin Emergency Medical Services	Neff	John	619 Collins Dr.	Festus	Jefferson	MO	63028	636-937-2224
Florissant Valley Fire Protection District	Tuley	Stephen	661 St. Ferdinand	Florissant	St. Louis	MO	63031	314-837-4894
Taney County Health Department - Forsyth	Moody	Karen	15479 US Highway 16	Forsyth	Taney	MO	65653	417-546-4725
Callaway County Ambulance District	Ellis	Chuck	311 Hickman Ave	Fulton	Callaway	MO	65251	573-642-7260 x 17
City of Fulton Fire Department	Maxwell	Bob	1201 Westminster	Fulton	Callaway	MO	65251	573-592-3150
Ozark County Health Department	Garrison	Jenni	304 W. 3rd, P.O. 180	Gainesville	Ozark	MO	65655	417-679-3334
Stone County Health Department	King	Kim	109 E. 4th, P.O. 125	Galena	Stone	MO	65656	417-357-6134
Daviess County Health Department	Nicholas	Jackie	609 A. South Main	Gallatin	Daviess	MO	64640	660-663-2414
Gladstone Public Safety FIRE/EMS	Duddy	Charles	6569 N. Prospect Ave	Gladstone	Clay	MO	64119	816-454-4829
Grain Valley Police Department VIPS	Berend	Lynne	711 Main	Grain Valley	Jackson	MO	64029	816-847-6250
Dade County Health Department	Bayless	Charity	413 W. Water	Greenfield	Dade	MO	65661	417-637-2345
Wayne County Health Center	Epley	Crystal	Highway 67 North, PC	Greenville	Wayne	MO	63944	573-224-3218
Marion County Health Department	Carter	Ashley	3105 Route W	Hannibal	Marion	MO	63401	573-221-1166
Cass County Sheriffs Office	Tieman	Kevin	2501 W. Wall, Suite 1	Harrisonville	Cass	MO	64701	816-380-8320
Harrisonville Emergency Services	Cherri	Shawn	903 S. Commercial St	Harrisonville	Cass	MO	64701	816-380-8952
Wright County Health Department	Rippee	Courtne	300 S. Main	Hartville	Wright	MO	65667	417-741-7791
Hazelwood Fire Department	Getz	Randy	6800 Howdershell Rd	Hazelwood	St. Louis	MO	63042	314-731-3424
Herculaneum Police Department	Iberg	Michael	#1 Parkwood Ct	Herculaneum	Jefferson	MO	63048	636-479-4791
Hickory County Health Department	Barger	Susan	201 Cedar	Hermitage	Hickory	MO	65668	417-745-2138
High Ridge Fire Protection District	Coleman	Roger	2842 High Ridge	High Ridge	Jefferson	MO	63049	586-2722
Jefferson County Health Department	Cummings	Donna	405 Main Street	Hillsboro	Jefferson	MO	63052	636-789-3372 x 127
Independence Police Department	Edwards	Jim	223 N. Memorial Dr.	Independence	Jackson	MO	64050	816-325-7643
Jackson Fire and Rescue	Baugh	Stephen	503 S. Hope St.	Jackson	Cape	MO	63755	573-243-1010
Missouri Highway Safety Division - MoDOT	Hoelscher	Pam	1320 Creek Trail Dr.	Jefferson City	Cole	MO	65109	800-800-2358
Missouri State Highway Patrol - GHQ	Hotz	John	1510 E. Elm	Jefferson City	Cole	MO	65101	573-526-6267
Missouri State Highway Patrol - Troop F	Reinsch	Paul	2920 N. Shamrock Rd	Jefferson City	Cole	MO	65102	573-751-1000
Joplin Health Department	Clark	Jan	321 E. 4th	Joplin	Jasper	MO	64801	417-623-6122
Joplin Police Department	Bone	Paula	303 E. 3rd Street	Joplin	Jasper	MO	64801	417-623-3131 x 477
Safe Kids (Jasper and Newton County)	Sitton	Jo	2914 E. 32, Suite 102	Joplin	Jasper	MO	64804	417-782-9899
Children's Mercy Hospitals & Clinics	Larimore	Phyllis	2401 Gillham Road	Kansas City	Jackson	MO	64108	816-234-3700
I-70 Auto Service	Sevart	Joe	3111 Stadium Dr	Kansas City	Jackson	MO	64128	816-921-0505
MAST Foundation of Health and Safety	Hulett	Peggy	6750 Eastwood Traffic	Kansas City	Jackson	MO	64129	816-300-2409
Safety and Health Council of Western Missouri	Smith	Beverly	5829 Troost Avenue	Kansas City	Jackson	MO	64110	816-842-5223 x 233
Saint Lukes Hospital	Girten	Susie	4401 Wornall Road	Kansas City	Jackson	MO	64111	816-932-6220
Kearney Fire and Rescue Protection District	Looper	Robert	201 E. 6th	Kearney	Clay	MO	64060	816-628-4122
Dunklin County Health Department	Waggoner	Carol	410 Teaco Road	Kennett	Dunklin	MO	63857	573-888-9008
Chariton County Health Center	Naylor	Kathy	206 State St. P.O. Box	Keyteville	Chariton	MO	65261	660-288-3675
Kirksville Fire Department	Schilling	Joe	401 N. Franklin Street	Kirksville	Adair	MO	63501	660-627-5513

Kirkwood Fire Department	Stratman	Dee	11804 Big Bend	Kirkwood	St. Louis	MO	63122	314-822-5844
Lake Ozark Fire Protection District	Roden	Shane	1767 Bagnell Dam Bl	Lake Ozark	Camden	MO	65049	636-795-2715
Barceda Families	Morgan	Michelle	100 E. 11th	Lamar	Barton	MO	64759	417-681-0065
Laclede County Health Department	Smith	Cathy	405 Harwood Ave.	Lebanon	Laclede	MO	65536	417-532-2134
Lee's Summit Police Department	Cooper	Kendra	10 NE Tudor Rd	Lee's Summit	Jackson	MO	64086	816-969-1705
Missouri State Highway Patrol	Stosberg	Collin	504 SE Blue Parkway	Lee's Summit	Jackson	MO	64063	816-622-0800x254
St. Luke's East, Lee's Summit	Cardos-Attebury	Sara	100 N.E. St. Luke's Bl	Lee's Summit	Jackson	MO	64086	816-347-4678
Lafayette County Health Department	Oetting	Donna	547 South 13 Highway	Lexington	Lafayette	MO	64067	660-259-4371
Liberty Fire Department	Radley	Larry	200 W. Mississippi	Liberty	Clay	MO	64068	816-439-4310
Lincoln County Health Department	Sitler	Lisa	#5 Health Department	Lincoln	Lincoln	MO	63379	636-528-6117 ext. 405
Children's Division	Gunnels	Jennifer	1716 Prospect Drive	Macon	Macon	MO	63552	660-385-3191
Macon County Health Department	Lene	Tammy	503 North Missouri St	Macon	Macon	MO	63552	660-385-4711
Missouri State Highway Patrol - Troop B	Bernhardt	Brent	308 Pine Crest Dr.	Macon	Macon	MO	63552	660-385-2132
Maryland Heights Fire District	Schmiderer	David	2600 Schuetz Road	Maryland Heights	St. Louis	MO	63043	314-298-4400
Maryville Department of Public Safety	Wilson	Wayne	222 E. 3rd. St	Maryville	Nodaway	MO	64468	660-562-3209
Mexico Public Safety Department	Smith	Penny	300 N. Coal - City Hall	Mexico	Audrain	MO	65265	573-581-2100
Sullivan County Health Department	Harris	Denise	101 Hawthorne Dr.	Milan	Sullivan	MO	63556	660-265-4141
Montgomery County Health Department	Hoette	Kathie	400 N. Salisbury Street	Montgomery	Montgomery	MO	63301	573-564-2495
Lawrence County Health Department	Bradshaw	Tana	105 W. North Street	Mt. Vernon	Lawrence	MO	65712	417-466-2201
Newton County Health Department	Gacia	Many	812 W. Harmony	Neosho	Newton	MO	64850	417-451-3743
Nevada Fire Department	Bullard	Timothy	120 S. Ash	Nevada	Vernon	MO	64772	471-448-2720
Ralls County Health Department	Reed	Tina	405 W. 1st Street	New London	Ralls	MO	63459	573-985-7121
New Madrid County Family Resource Center	Kirby	Revonda	420 Virginia Ave.	New Madrid	New Madrid	MO	63869	573-478-2778
Economic Security Corp/Noel EHS	Brown	Gail	685 Johnson Drive	Noel	McDonald	MO	64854	417-475-7373
Progress West HealthCare Center	Klasek	Kelly	2 Progress Point Park	O'Fallon	St. Charles	MO	63368	800-678-5437
Holt County Health Department	Ohlensehler	Debbie	108 S. Main	Oregon	Holt	MO	64473	660-446-2909
Osage Beach Police Department	Friend	Kevin	1000 City Parkway	Osage Beach	Camden	MO	65065	573-302-2010
Community Fire Protection District	Peters	David	9411 Marlowe	Overland	St. Louis	MO	63114	314-428-1128
Overland Police Department	Barthelmass	Scott	2410 Goodale Avenue	Overland	St. Louis	MO	63122	314-427-1277
Ozark Police Department	Turpin	Becky	201 E. Brick Street	Ozark	Christian	MO	65721	417-581-6600
Pacific Fire Protection District	Bruns	Jonathan	910 West Osage	Pacific	Jefferson	MO	63069	636-257-3633
Monroe County Health Department	Rebecca	Dowell	310 N. Market St	Paris	Monroe	MO	65275	660-327-4259 x 119
Perry County Ambulance Service	Chappius	Mary	434 N. West St.	Perryville	Perry	MO	63775	573-768-3211
Clearwater Ambulance District	Lyscas	Christopher	117 W. Fir St. #B	Piedmont	Wayne	MO	63982	573-223-7748
McDonald County Health Department	Clarkson	Jennifer	500 Olin Street	Pineville	McDonald	MO	64856	417-223-4351
Clinton County Health Department	Shock	Blair	106 Bush Street	Plattsburg	Clinton	MO	64477	816-539-2144
Butler County Community Resource Council	Chilton	Dalene	644 Charles St.	Popular Bluff	Butler	MO	63901	573-766-6130
Washington County Health Department	Gaghen	Sheila	520 Purcell Drive	Potosi	Washington	MO	63664	573-438-2164
Mercer County Health Department	Williams	Joni	305 W. Main St.	Princeton	Mercer	MO	64673	660-748-3630
South Metro Fire District	Tindall	Chris	611 W. Foxwood Drive	Raymore	Cass	MO	64083	816-331-3008
Raytown EMS	Halloway	Greg	10020 E. 66th Terr.	Raytown	Jackson	MO	64133	816-737-6030
Ray County Ambulance District	Essig	Jessica	10625 Lee Holt Rd	Richmond	Ray	MO	64085	816-470-3030
Logan-Rogersville Fire Protection District	Talburt	Robert	3427 S. State Highway	Rogersville	Greene	MO	65742	417-753-4265
City of Rolla Fire and Rescue	Goebel	Jason	1490 E. 10th St.	Rolla	Phelps	MO	65401	573-364-3989
City of Rolla Fire and Rescue Station 2	Manley	Lynette	400 W. 4th St.	Rolla	Phelps	MO	65401	573-365-3989
Connect the Tots Childcare	Neulinger	Donna	515 Keeton Rd	Rolla	Phelps	MO	65401	573-368-2912

Phelps County Regional Medical Center	Cook	Debbie	1000 W. 10th Street	Rolla	Phelps	MO	65401	573-458-7690
Sedalia Police Department	Collins	Rodney	201 West 2nd	Sedalia	Pettis	MO	65301	660-827-7823 x126
Sedalia Fire Department	Tweeter	Bill	600 S. Hancock	Sedalia	Pettis	MO	65301	660-826-8044
Missouri Bootheel Regional Consortium, Inc	Wood	Katrina	903 S. Kingshighway	Sikeston	Scott	MO	63801	573-471-9400
Scott County Ambulance District	Scudder	Amber	202 Lillian Dr.	Sikeston	Scott	MO	63801	573-472-4161
Scott County Health Department	Dame	Stacey	102 Grove Estates Ct	Sikeston	Scott	MO	63801	573-471-4044
Sikeston Bullpup Safety Checkpoint c/o Sikesto	Schlosser	Marylin	1310 E. Salcedo Rd.	Sikeston	Scott	MO	63801	573-471-0653
Cox Health Medical Center South	Post	Rana	3801 S. National Ave	Springfield	Greene	MO	65807	417-269-6784
Missouri State Highway Patrol	Bracker	Daniel	3131 E. Kearney	Springfield	Christian	MO	65714	417-895-6868
Ozark Technical Community College	Minor	Lori	10001 E. Chestnut Ex	Springfield	Greene	MO	65802	417-447-8888
Safety Council of the Ozarks	Lee	Barbie	1111 S. Glenstone	Springfield	Greene	MO	65804	417-869-2121
St. John's Regional Health Center/Springfield S	Holt	Pam	1235 E. Cherokee	Springfield	Greene	MO	65804	417-820-6672
Cardinal Glennon Children's Hospital, Birthright	Hogan	Cathy	205 N. 5th St	St. Charles	St. Louis	MO	63117	314-612-5770
St. Genevieve County Ambulance Service	Shrum	Kendall	3 Basler Dr.	St. Genevieve	St. Genevieve	MO	63670	573-883-7000
St. Genevieve County Memorial Hospital	Flieg	Julie	Hwy. 61 & 32	St. Genevieve	St. Genevieve	MO	63670	573-883-7706
St. Genevieve County Health Department	Grass	Paula	115 Basler Dr.	St. Genevieve	St. Genevieve	MO		573-883-7411
St. James Ambulance District	Parrett	Jennifer	201 N. Louise	St. James	Phelps	MO	65559	573-265-6565
Missouri Department of Transportation	Allen	Lana	4718 S. 169 Highway	St. Joseph	Buchanan	MO	64507	816-387-2590
Missouri State Highway Patrol	Lyon	Sheldon	3525 N. Belt Highway	St. Joseph	Buchanan	MO	64508	816-387-2345
St. Joseph Safety and Health Council	Carter	Janice	118 S. 5th Street	St. Joseph	Buchanan	MO	64501	816-233-3330
YWCA	McChristy	Traci	304 N. 8th St.	St. Joseph	Buchanan	MO	64501	816-232-4481
Barnes Jewish Hospital	Henson	Pam	#1 Barnes Jewish Hos	St. Louis	St. Louis	MO	63128	314-362-6810
Cardinal Glennon Children's Hospital, Health an	Hogan	Cathy	4055 Lindell	St. Louis	St. Louis	MO	63108	314-612-5770
Cardinal Glennon Children's Hospital, Midtown (Hogan		Cathy	1202 S. Boyle Ave	St. Louis	St. Louis	MO	63117	314-612-5770
Cardinal Glennon Children's Hospital, People's H	Hogan	Cathy	5701 Delmar Blvd.	St. Louis	St. Louis	MO	63121	314-612-5770
Cardinal Glennon Children's Hospital, Safe Kids Hogan		Cathy	7980 Clayton	St. Louis	St. Louis	MO	63117	314-612-5770
Cardinal Glennon Children's Hospital, St. Louis	Hogan	Cathy	4000 Jennings Station	St. Louis	St. Louis	MO	63121	314-612-5770
Kirkwood Fire Department	Stratman	Dee	11804 Big Bend	St. Louis	St. Louis	MO	63122	314-822-5883
Ladue Police Department	Hahs	Ray	9345 Clayton	St. Louis	St. Louis	MO	63124	314-993-1214
Magic House, St. Louis Children's Hopsital	Klasek	Kelly	516 S. Kirkwood	St. Louis	St. Louis	MO	63122	800-678-5437
Mehville Fire Protection District	Schmidt	Joseph	11020 Mueller Rd.	St. Louis	St. Louis	MO	63123	314-894-0420 x 1702
Safe Kids St. Louis Mobile Van Fitting Station	Fanter	Kim	7980 Clayton	St. Louis	St. Louis	MO	63117	314-612-5770
Safety Basics LLC Mobile Fitting Station	McCabe	Debbie	548 Hartmann Ct	St. Louis	St. Louis	MO	63122	314-504-7926
Shriners Hospitals for Children	Pounds	Melissa	2001 S. Lindbergh	St. Louis	St. Louis	MO	63131	314-432-3600
St. Louis Children's Hospital	Klasek	Kelly	One Children's Place	St. Louis	St. Louis	MO	63110	800-678-5437
St. Louis Fire Department	Collier	Sharon	1421 N. Jefferson	St. Louis	St. Louis	MO	63106	314-289-1988
West Overland Fire Protection District	Hake	Ray	10789 Midland	St. Louis	St. Louis	MO	63114	314-428-6069
Barnes Jewish Hospital	Henson	Pam	#1 Barnes Jewish Hos	St. Louis	St. Louis	MO	63128	314-362-6810
Central County Fire & Rescue	Barter	Mike	#1 Timberbrook Drive	St. Peters	St. Louis	MO	63376	636-970-9700
St. Charles County Ambulance District	Limpert	Martin	4169 Old Mill Parkway	St. Peters	St. Charles	MO	63376	636-441-1354
Gapsch CARSTAR Collision Center	Bruce	Dawn	4709 Green Park Dr.	St. Louis	St. Louis	MO	63123	314-894-2322
Crawford County Health Department	Sikes	Karen	220 W. Main, P.O. Bo	Steelville	Crawford	MO	65565	573-775-2555
Steelville Ambulance District	Parrett	Jennifer	#1 EMS Lane	Steelville	Crawford	MO	65565	573-775-2211
Barceda Families	Mann	Holly	112 RB Road, (mail d	Stockton	Cedar	MO	65785	471-276-4591
Cedar County Health Department	Hillisman	Debbie	867 Owen Mill Rd	Stockton	Cedar	MO	65785	471-276-6416
Grundy County Health Department	Westcott	Jennifer	1716 Lincoln	Trenton	Grundy	MO	64683	660-359-4196

Lincoln County Health Department	Sitler	Lisa	5 Health Department I	Troy	Lincoln	MO	63379	636-528-6117
MoDOT District Three	Foppe	Michael	121 Francis	Troy	Lincoln	MO	63379	636-528-3181
Miller County Health Center	Huff	Lucretia	2125 Highway 25	Tuscumbia	Miller	MO	65082	573-369-2359
Putnam County Health Department	Johnson	Jeanie	103 N. 18th Street, P	Unionville	Putnam	MO	63565	660-947-2429
Valley Park Fire District	Wilken	Kyle	55 Crescent Ave	Valley Park	St. Louis	MO	63088	636-225-4260
Morgan County Health Department	Vaughn	Ashleigh	104 W. Lafayette	Versailles	Morgan	MO	65084	573-378-5438
Johnson County Community Health Services	Davis	Rhonda	429 Burkarth Rd.	Warrensburg	Johnson	MO	64093	660-747-6121
Warren County Health Department	Hoeft	Linda	104. W. Booneslick, S	Warrenton	Warren	MO	63383	636-456-7474
Washington Police Department	Douglas	Chris	301 Jefferson St.	Washington	Franklin	MO	63090	636-390-1050
Missouri State Highway Patrol - Troop C	Nothum	Al	891 Technology	Weldon Spring	St. Charles	MO	63304	636-300-2800
Howell County Health Department	Hicks	Dawn	180 S. Kentucky St	West Plains	Howell	MO	65775	417-256-7078
Ozarks Medical Center	Patillo	Joanne	#9 Parkway Shopping	West Plains	Howell	MO	65775	417-257-5984
509 Security Forces	Ronal	Reed	1031 Vanderberg Ave	Whiteman AFE	Johnson	MO	65305	660-687-2512
Missouri State Highway Patrol	Elmone	Marty	Business US 60-63 N	Willow Springs	Howell	MO	65775	447-469-3121
Windsor CPS Tech	Eason	Lisa	421 Olive St.	Windsor	Henry	MO	65360	660-647-3634

Missouri (MO)

PROJECT TITLE:

CPS Program Activities

PROJECT NUMBER:

11-CR-05-1

PROGRAM AREA:

05

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Fewer children will be injured or killed in motor vehicle crashes every year by ensuring that parents and care-givers are provided with accurate information about the correct installation and proper use of child restraints.

In an effort to provide consistency among CPS Instructors, this funding may also be used to finance the travel expenses for two members of the Missouri CPS Advisory Committee (who are required to hold instructor certification) to the Annual National Lifesavers Conference where they can obtain technical updates. Attendance at this conference will also afford them the opportunity to network with other instructors/technicians, as well as other safety professionals from other states, so they can bring back valuable information that will be shared with CPS communities around the state.

In addition, this funding may be used to purchase child safety seats and other necessary expenses for exhibits not allowable under the 2011(d) grant funding, such as t-shirts or other incentives with safety messages.

PROBLEM IDENTIFICATION:

Motor vehicle crashes are the leading cause of death for children ages 2-14. Estimates show more than 90% of child restraints are used incorrectly in Missouri. Many children age 14 and under ride in the wrong restraint type for their age and size. Sometimes manufacturer's instructions are difficult to understand. Therefore, parents or care-givers may need assistance in understanding the procedures for correct installation of child safety seats.

It is imperative that instructors stay abreast of the most current technology regarding child passenger safety issues so the information may be passed on to the public through certified child passenger safety technicians. Travel and expenses for Missouri CPS Instructors are not allowed under the 2011(d) grant, therefore, some instructors who serve on the MO CPS Advisory Committee are not able to attend the Annual Lifesavers Conference or other CPS-related conferences or meetings, during which new technology or other CPS updates regarding child safety seats are offered.

GOALS AND OBJECTIVES:

Goal: To provide funding for expenses for CPS professionals which are not authorized under 2011(d) funding.

Objectives:

- Fund expenses for state or national CPS Conferences/Meetings
- Purchase child safety seats for exhibits, etc.
- Other purchases relating to CPS activities not authorized under 2011(d) funding

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)

4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri CPS Advisory Committee was able to meet during its summer annual meeting with the funding from this contract. During the meeting the committee was able to discuss in depth many CPS-related issues. Among the topics of discussion were: Budget 2012, Recertification issues, New LATCH manual distribution, Child safety seat order for 2012, CPS Conference 2011 in Hutchison Kansas, and CPS Law Enforcement Campaigns (Click It Or Ticket and National CPS Week). Priorities for FY 2012 were also discussed.

Members of the MO CPS Advisory Committee were able to attend the first annual Missouri Regional CPS Conference held in Hutchison, Kansas. There were over 200 in attendance from around the State. Opportunities to earn CEUs were offered to CPS technicians, law enforcement, emergency medical service providers and nurses. Plenary sessions included the following topics:

The Making of a CPS Hero
History & Future of Child Passenger Safety
Crash: Extrication of Car Seats from Vehicles and Safe Transport of Child Passengers
Distracted Driving Teens
Growing CPS Stronger

Workshops offered:

Preemies & Rear Facing Longer
Current State of Art/Practice in Pediatric Transport
Promoting CPS Through the Ranks
What Do Healthcare Providers Need to Know about CPS
Child Passenger Safety Technician 201
Culture of Safety
How to Promote Safe Travel of Children with Special Needs
Car Seat Design for the Growing Child
How Safe is Your Unit
Reducing Motor Vehicle Crashes Related to Child Occupant Injuries & Deaths with Education
Distribution Campaigns and Enforcement
Safety Restraints for Children with Special Needs
Kids 'N Rigs
Data Driven Approaches to Crime and Traffic Safety
New Product Update and Technology Advancements
Beyond the Basics: Strategies to Enhance Basic CPS Practices
Booster Seat Programs that Work

FUNDING:

402 / 20.600: 6,500.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Statewide Seat Belt Survey

PROJECT NUMBER:

11-OP-05-4

PROGRAM AREA:

05

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will conduct a safety belt usage observational study in June of 2011 to determine the overall usage rate of motorists on Missouri roadways. Data will continue to be collected by vehicle type, roadway type, sex of driver and observed front seat passenger usage. The Safety Center will continue to use a highly trained team of observers and monitors to collect the observational data, then analyze and report the findings.

PROBLEM IDENTIFICATION:

Traffic crashes are the leading cause of death in the US. One of the best means of defense in a crash is to be protected by a safety belt or child restraint. If properly restrained by a safety belt, the chance of surviving an automobile crash increases by 45% and the chance of surviving a light truck crash increases by 60%. Vehicle drivers are 20 times more likely to die in a crash if not buckled up. Although safety belt use rates have climbed slowly over the years, nearly 70% of people who die in Missouri crashes are still not wearing a safety belt. The number is even higher for teen drivers. Of the teen vehicle occupants who died in crashes between 2005 - 2007, 80% were not wearing safety belts.

The 2009 survey was conducted from Monday, June 1st through Sunday, June 7th, 2009, with the exception of St. Louis County which was conducted from Monday, August 24th through Sunday, August 30th. The 2009 survey was developed and conducted as a replication of former surveys which were probability based surveys. Each enabled data collection from locations representative of 85% of the State's population and in compliance with guidelines recommended by TEA21 (Transportation Equity Act for the 21st Century). The 2009 survey resulted in 94,799 observations in cars, pickup trucks, sport utility vehicles (SUV's), and vans. The 2009 usage rate on Missouri roadways was found to be 77.18%.

GOALS AND OBJECTIVES:**Goals:**

To establish a NHTSA-recognized Missouri statewide seat belt usage rate for 2011, through a statewide seat belt observational survey.

Objectives:

1. Using established methodology, employ a core group of trained observers to collect data on seat belt usage for all drivers in targeted areas of the state, during a specified time in June of 2011.
2. Analyze the data and create a final report with a comparison to previous data.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)

- Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The 2011 Safety Belt Usage Survey was developed and conducted as a replication of the annual 2010 survey to determine whether the usage rate had changed in 2011. The 2011 survey was conducted from Monday, June 6th through Sunday, June 12th, 2011. The 2011 survey resulted in 127,720 observations in cars, pickup trucks, sport utility vehicles (SUV's), and vans. The 2011 usage rate on Missouri roadways was found to be 78.95%. Therefore, the 2011 survey was:

- Conducted at the same locations, time of day and day of the week.
- Conducted by 52 observers. Forty-eight had participated in the 2010 survey.
- Assisted by 6 field monitors who monitored 74 of the 460 observations sites (16.0%) in 100% of the counties
- Initiated by observer/monitor training programs for new observers and/or monitors to review training materials, recording techniques, and data disposition.
- Conducted as a continuation of initial efforts to ensure proper emphasis on road types through statistically weighting to enable daily vehicle miles to become an equalizing factor.

All data was scanned by the Missouri Safety Center then sent electronically to the Institutional Research Center at the University of Central Missouri. The Institutional Research Center ran the analysis using SAS; a statistical software program, which generated various data that were then analyzed and detailed reports were prepared by the Safety Center.

The spot surveys we conducted on the following dates between 8:00 am and 5:00 pm.

- Pre Survey.....May 9th and 10th, 2011—the survey prior to the kick off of the actual Click It or Ticket campaign for the general population.
- Peak Survey.....May 31st and June 1st, 2011—the survey conducted at the mid-point of the enforcement campaign for Click It or Ticket.
- Post Survey.....June 13th and 14th, 2011—the survey conducted after the actual statewide seat belt survey and after all media and enforcement had ended.

The spot survey was conducted by trained observers who had participated in the annual statewide safety belt survey for at least the past four years. All spot survey locations corresponded to the exact locations as those used in the statewide safety belt survey.

A total of 32,322 observations (drivers and passengers) were collected in the pre, peak and post surveys. The pre survey revealed that 74.3 percent of the drivers and outboard front seat passengers were buckled where as 74.4 percent were buckled in the post survey. The result is a 0.1 percent increase in safety belt use between the pre and post surveys.

There were 26,113 drivers and 6,209 front seat outboard passengers observed. Safety belt use increased by 1.5 percent between the pre and post survey for drivers and decreased 0.2 percent for passengers.

FUNDING:

402 / 20.600: 95,300.00

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

ENGINEERING SERVICES

The most effective traffic safety program includes three component parts: 1) Enforcement; 2) Education; and 3) Engineering. This program area identified engineering issues and incorporates them into a comprehensive countermeasure effort. In addition, data collection supplements these components—without the timely collection of statistics, none of the countermeasures would be complete.

BENCHMARKS

Established	Result
Assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures. <ul style="list-style-type: none"> In 2008, no law enforcement agencies were electronically submitting crash reports through LETS. 	One class was conducted on January 27, 2011 with nine students being trained. Due to instructor vacancy, no further training was conducted.
Publish the annual Traffic Safety Compendium by July 1 <ul style="list-style-type: none"> 2008 Compendium published 	The 2010 Traffic Safety Compendium was produced during the summer and posted to the SAC website along with the Missouri Emergency Service Vehicle Crashes Report, the Missouri Deer Involvement Crash Report, and the Traffic Crash Facts booklet.
Provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures. <ul style="list-style-type: none"> Conduct one road safety audit with law enforcement 	Agencies are capable of electronically filing their crash reports to the Missouri State Accident Reporting System (STARS).
Provide consultant assistance to local communities for traffic engineering and bridge engineering assessments	There were 20 counties/cities that received engineering assistance through the BEAP and TEAP programs in FY2011.
Provide training for engineering professionals at workshops and the Annual Traffic Conference (number of attendees depends upon conference costs which is based on location and travel constraints).	The 2011 MoDOT Traffic and Safety Conference was held May 10-12, 2011 at the Hilton Garden Inn Select in Columbia, Missouri. People from national, state and local agencies attended. Most of the 150 + attendees were engineers though a few traffic safety professionals attended as well.
Provide an effective, efficient software system for capturing local law enforcement crash data.	Global Technology has designed a protocol to extract crash data from the LETS database to load the data into the local RMS (Records Management System) data system. This will allow local law enforcement agencies to use LETS as the crash data collection device while the data necessary for the RMS system can be retrieved from LETS. The testing of the interface will be conducted by REJIS upon completion of the portal required to transfer the data from LETS to the local RSM system.
Provide an effective, efficient Web-based highway safety grants management system.	Efforts continue to enhance the Web-based highway safety grants management system. The internal IS division within MoDOT is now responsible for financial support.

Strategies

Identified	Implemented
Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance.	The total number of motor vehicle accident reports encoded into STARS was 141,118 compared to 153,352 reports encoded for the period October 1, 2009, through September 30, 2010. Traffic Records Division personnel worked 2,178 overtime hours processing 57,520 accident reports. A total of 600 coroner kits were purchased for coroners and medical examiners to collect specimens from traffic fatality victims. A total of 377 kits were distributed when division personnel attended the fall and spring coroner training

	conferences and upon request from coroners/medical examiners.
Utilize statistics to produce the annual Traffic Safety Compendium to assist MoDOT's Traffic & Highway Safety Division and local communities in developing problem identification.	MoDOT's Traffic and Highway Safety Division relies heavily on data to determine recipients of federal funding/contracts. The Traffic Safety Compendium is developed and utilized every year and used for that purpose.
Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety.	This was accomplished through the BEAP and TEAP projects funded through MoDOT.
Provide training to assure state and local engineers are kept abreast of current technology.	This was accomplished through projects funded by contracting with MoDOT to support the Statewide Traffic Safety Conference.
Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS.	An executive meeting of the user group was held in Jefferson City on March of 2011. The group discussed the improvement made to the LETS software and future improvements/changes needed.
Conduct a Traffic Records Assessment in May 2011.	The Traffic Records Statewide Assessment was conducted during the week of May 16-20, 2011 in Jefferson City, MO. The assessment team was selected by NHTSA. The team leader, Mr. Clay Hatch provided HS with the Traffic Records Assessment handbook which was utilized during the planning stages of the assessment. Representatives from the various traffic records systems were invited to provide information prior to and during the assessment. Representatives from various user groups (local law enforcement, engineers, regional planning offices, etc.) were also invited to participate in the assessment.
Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan.	THSD Staff participate in the MSHP meetings to review and update data edits and formats required for the redesigned form.
Continue to emphasize linkage capability within the traffic records data systems to generate merged records for analytic purposes.	Merged records are generated for analytic purposes. Recommendations are continually made and implemented by the Traffic Records Assessment Team.
Implement recommendations of the 2006 Traffic Records Assessment into the statewide strategic plan (as required in Section 408 implementing guidelines).	The Traffic Records Coordinating Committee reviews guidelines and continues to consider and include recommendations from the assessment.
Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs.	Technical enhancements were made to the online crash mapping application using Flex Builder 3.0 to improve performance and displays. Police Traffic Service analyses were completed for seven police department and sheriff's offices to support DHS grant applications. Also provided to each grant applicant were Traffic Reports of Accidents for Countermeasure Establishment (TRACE).
Promote use of the online law enforcement mobilization reporting system.	The online law enforcement mobilization reporting system continues to be very effective. Reports can be generated from the information entered by law enforcement agencies into the system. This reporting system is promoted during grant workshops, conferences, and visits with the agencies.
Collaborate with the Missouri State Highway Patrol to assure that Missouri's traffic crash report form complies with 2008 revised MMUCC standards. This includes redevelopment of the crash report form to allow for capture of additional data elements as recommended by the review process.	The MSHP is currently revising the crash report and has been following the latest guidelines of the MMUCC. It is still anticipated that Missouri law enforcement agencies will be utilizing the new crash report beginning January 2, 2012.
Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety division, REJIS, and MoDOT's Information Technology division.	The grants management system is continually updated-enhanced as needed. The most recent rewrite was completed and made available for the processing of the 2010 grants online.

PROJECT TITLE:

MoDOT Traffic & Safety Conference

PROJECT NUMBER:

11-RS-11-3

PROGRAM AREA:

11

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Chris Luebbert

PROJECT DESCRIPTION:

A traffic conference will be held in this contract year. This program will provide a forum for the discussion of highway safety engineering topics and include speakers from both the public and private sectors. The conference will be at least one day in duration and is expected to have about 100 participants. The program will be held in the spring of 2010. Contract expenses include those required for location and speaker costs.

PROBLEM IDENTIFICATION:

On the local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering. This, therefore, becomes a support problem in that trained personnel are needed who are aware of the traveling and pedestrian public.

GOALS AND OBJECTIVES:

Provide a conference for traffic safety engineers and advocates to share success stories and ideas regarding traffic safety.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The 2011 MoDOT Traffic and Safety Conference was held May 10-12, 2011 at the Hilton Garden Inn Select in Columbia, Missouri. People from national, state and local agencies attended. Most of the 150 + attendees were engineers though a few traffic safety professionals attended as well.

FUNDING:

\$30,000.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Crash Report RMS Interface

PROJECT NUMBER:

11-K9-04-015

PROGRAM AREA:

04

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Randy Silvey

PROJECT DESCRIPTION:

The contractor shall create a new Missouri Accident Import plug-in, hereinafter often referred to as "plug-in" or "import plug-in", for both the Global Records and Global Justice Records Management system. Work on the project shall commence upon award of a contract and all work must be completed no later than September 30, 2011.

PROBLEM IDENTIFICATION:

Law enforcement agencies utilize records management systems (RMS) to track all data created by crime, citation, traffic crash, and other in-house forms. Although the data is stored and retrieved locally, the traffic crash data may not be electronically transferred to the State Traffic Accident Reporting System (STARS).

GOALS AND OBJECTIVES:

To develop a protocol to interface the LETS software with an RMS system.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Global Technology has designed a protocol to extract crash data from the LETS database to load the data into the local RMS (Records Management System) data system. This will allow local law enforcement agencies to use LETS as the crash data

collection device while the data necessary for the RMS system can be retrieved from LETS. The testing of the interface will be conducted by REJIS upon completion of the portal required to transfer the data from LETS to the local RMS system.

FUNDING:

\$25,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Records Assessment

PROJECT NUMBER:

11-K9-04-014

PROGRAM AREA:

04

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Randy Silvey

PROJECT DESCRIPTION:

Assessment Process

The assessment process follows a peer review team approach. Working in coordination with the Regional staff, the NHTSA selects a team of six individuals: five with demonstrated expertise in the several component areas of traffic records data systems (crash, driver/vehicle, traffic engineering, citation/adjudication, and EMS/Trauma/Injury Surveillance data systems); and one with office management skills to provide administrative and logistical support. Throughout the assessment, a NHTSA representative will serve as facilitator. Representatives from FHWA and FMCSA are also invited to attend as observers.

The assessment team will gather information to compare to criteria contained in the Advisory's respective sections and document the results using the format in Appendix A of this Handbook. In doing so, the team will use the information furnished by the State in the Pre-Assessment Questionnaire whose purpose is to obtain the minimum information needed. Additional questioning of State participants to obtain information not provided in the Questionnaire is encouraged and expected in the course of the interviews. The Questionnaire generally follows the sequence of the Advisory. Additionally, the team will use other informational materials submitted by the State prior to and during the on-site assessment.

Prior to each interview session, each team member will review the questions for his/her assigned section(s) to determine whether the scheduled State representatives may have information relevant to his/her assignment and prepare accordingly.

Four and one-half days are required for an assessment. Minimum time allotments are as follows:

- two and a half days for interviews of State personnel;
- one and one half days for the team to prepare the report; and
- approximately two hours for the presentation of the team's report to the State Governor's Highway Safety Representative and invited guests (e.g., agencies participating in the assessment). This includes the team's presentation and a question-and-answer period.

The team will prepare the report following the instructions and outline in Appendix A. The team will present a briefing to State officials on Friday morning of the assessment week. The briefing will address only those recommendations which the team has determined to be of the highest priority. The team will leave an Executive Summary which will contain those priority recommendations plus a draft copy of the full report. The State will be requested to submit its comments on the draft report to the NHTSA facilitator within 30 days.

The NHTSA facilitator will return the draft report to the state after resolution of the accepted changes for a final review. Upon resolution of the final changes, the facilitator will send the report to NHTSA headquarters which will provide a disk copy of the final report to the State. Generally, a final report will be delivered to the State within a month from receipt of the report from the facilitator.

PROBLEM IDENTIFICATION:

In order to receive continued Section 408 funding, states are required to conduct a Traffic Records Assessment every five years. Funding for the assessment is not available within the state budget.

GOALS AND OBJECTIVES:

The purpose of the assessment is to document a State's traffic records activities as compared to the provisions in NHTSA's Traffic Records Program Assessment Advisory, to note the State's traffic records strengths and accomplishments, and to offer suggestions where improvements can be made.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Traffic Records Statewide Assessment was conducted during the week of May 16 - 20, 2011 in Jefferson City, MO. The assessment team was selected by NHTSA. The team leader, Mr. Clay Hatch provided HS with the Traffic Records Assessment handbook which was utilized during the planning stages of the assessment. Representatives from the various traffic records systems were invited to provide information prior to and during the assessment. Representatives from various user groups (local law enforcement, engineers, regional planning offices, etc.) were also invited to participate in the assessment.

FUNDING:

\$50,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Data Standardization Project

PROJECT NUMBER:

11-K9-04-002

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

University of Central Missouri

AGENCY CONTACT:

Director Victoria Steel

PROJECT DESCRIPTION:

Based upon the identified problems of getting data into a format that allows for full electronic transfer, a need continues to exist to work directly with the local law enforcement agencies to identify current systems and the potential for those systems to be modified for electronic transfer of crash report data. This project will provide for a liaison to assess priority agencies and report to Highway Safety the actions necessary to allow for direct transfer of data to the Missouri State Highway Patrol. The contractor will subcontract with Carriker & Associates, L.L.C. to perform the liaison and field duties.

PROBLEM IDENTIFICATION:

Missouri utilizes the Statewide Traffic Accident Reporting System (STARS) as the data collection center for all traffic crash data statewide. Missouri Law Enforcement agencies are required to report their traffic crash data to the state. Unfortunately 80% of agencies cannot electronically report and must submit data to the Missouri State Highway Patrol in non-direct formats including paper copies of crash reports. With this lack of ability to electronically transfer data, the odds of errors in data encoding and loss of data exist. While the majority of law enforcement agencies that work traffic have some type of data collection software, none at the present time are configured to import into the STARS software system, resulting in the third party entry of data into the system to incorporate reported traffic crashes outside the current Missouri State Highway Patrol reporting system. A need exists to have complete and accurate data in the State's STARS system to allow for corrective enforcement, advanced engineering and accurate reporting to the federal levels.

GOALS AND OBJECTIVES:

Based upon the identified problem of getting data into a format that allows for full electronic transfer, a need continues to exist to work directly with the local law enforcement agencies to identify current systems and the potential for those systems to be modified for electronic transfer of crash report data. This project will provide for a liaison to assess priority agencies and report to Highway Safety the actions necessary to allow for direct transfer of data to the Missouri State Highway Patrol. The contractor will subcontract with Carriker & Associates, L.L.C. to perform the liaison and field duties.

Goal:

To increase the number of law enforcement agencies submitting electronic crash reports to the Missouri State Highway Patrol.

Objectives:

The following elements of the project will be accomplished during this contract period:

1. Contractor will meet with the Missouri State Highway Patrol and become familiar with the State Traffic Accident Reporting System and discuss the development of an assessment tool.
2. Contractor will meet with REJIS and become familiar with the Law Enforcement Traffic Software.
3. Contractor will meet with the Highway Safety Division to develop assessment tools. Agencies will be placed in two categories. There will be priority one agencies and priority two agencies.

4. Priority one agencies will be targeted for special assistance if they elect to move to electronic data submission , while priority two and three agencies will get assistance with their commercial RMS systems and/or other software systems including LETS.
5. Contractor will be identify current operating RMS systems, Contractor will help identify and prioritize agencies that have the greatest potential for the development of steps that will lead to the electronic transfer of data.
6. Contractor will gather assessment information and report to the Highway Safety Division and the Missouri State Highway Patrol.
7. Contractor will attend as necessary the Traffic Records Coordinating Committee.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

There was direct contact with 350 local law enforcement agencies during the contract period. There were 27 new agencies shown to move to LETS (Law Enforcement Traffic Software) with Cad Zone supplied. There were 116 separate agencies that requested to move to LETS during the contract period. A survey was conducted of 319 agencies for interest in the electronic submission program. There were 153 of the surveyed agencies showing interest. Invitations to attend the LETS training were sent to those agencies.

There were 120 agencies identified that do not work traffic and rely on the Missouri State Highway Patrol or the local sheriff's department to investigate the local crashes. These agencies were given information about the LETS software.

Information concerning the revised crash report form and the implementation date (January 1, 2012) was sent to 350 local law enforcement agencies.

FUNDING:

\$100,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

LETS Software Training

PROJECT NUMBER:

11-K9-04-004

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will establish and market a training calendar to conduct L.E.T.S. training, based on demand. This training will be marketed by the Missouri Safety Center, LETSAC and the Highway Safety Division of MODOT. Each training session will be taught by a Missouri Safety Center qualified trainer, providing instructions on the set up and usage of the software program to representatives of city and county agencies. During the 2011 funding year the Center proposes to conduct 8 training sessions, as needed and requested, to interested agencies, cities and counties.

PROBLEM IDENTIFICATION:

Local law enforcement agencies have a highly critical need to maintain and evaluate local traffic crash/injury data to effectively identify problem areas and plan countermeasures for their communities. One method for maintaining local data is the Law Enforcement Traffic Software (L.E.T.S.) computer program. This web-based computerized system allows for collection and comprehensive management of traffic data and provides on-line information concerning traffic activities and needs for local law enforcement agencies.

The need exists to "continue LETS software improvement and training - train users on accessing and utilizing the LETS system" (as noted in the 2008 Missouri Highway Safety Plan and Performance Plan, page 58, Strategy #5).

GOALS AND OBJECTIVES:**Goal:**

1. Determine a training schedule and market to targeted customers/users.
2. Schedule up to 8 LETS training courses, based on demand.

Objectives:

1. Schedule and market the LETS courses.
2. Conduct up to 8 LETS training courses with a maximum of 10 per class, or 80 total.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)

- Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

One class was conducted on January 27, 2011 with nine students trained. No further training was conducted due to the instructor leaving and a replacement not being found.

FUNDING:

\$6,490.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

STARS / MUAR Revision

PROJECT NUMBER:

11-K9-04-005

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Mr. Russell Dunwiddie

PROJECT DESCRIPTION:

This project will entail a committee review and discussion of the 2008 MMUCC data elements for inclusion on the MUAR and in the STARS; development and testing of a prototype MUAR / MUAR Preparation Manual based on suggested committee changes; update to the STARS technical and system specification document; programming and testing of the STARS as well as testing of local law enforcement agencies automated crash report software, interfaces that submit electronic crash data to the STARS; printing and dissemination of the revised MUAR, MUAR Preparation Manual, and MUAR field notebook; and training of statewide law enforcement personnel on the newly revised MUAR. Implementation of the newly revised MUAR and STARS is scheduled for January 1, 2012.

Partners in this project include Town and County PD, Springfield PD, St. Louis PD, Kansas City PD, Bridgeton PD, Poplar Bluff PD, St. Joseph PD, Columbia PD, St. Charles County SD, Platte County SD, Cass County SD, St. Louis County Highway Department, AAA, Regional Justice Information Service, Missouri Safety Council, Missouri Department of Revenue, Missouri Department of Health and Senior Services, Missouri Department of Transportation, Federal Highway Administration, National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration, and Missouri Safety Center.

PROBLEM IDENTIFICATION:

The Missouri Uniform Accident Report (MUAR) serves as the sole source document for uniformly reporting motor vehicle crash information in the State. The Statewide Traffic Accident Records System (STARS) serves as the sole repository for motor vehicle crash data. The last revision to the STARS / MUAR was completed and implemented on January 1, 2002. Since this date, the third edition (2008) of the Model Minimum Uniform Crash Criteria (MMUCC) has been introduced to the national traffic safety community. Upon initial review of 2008 MMUCC, it is apparent a revision to the STARS and MUAR would be very beneficial in an effort enhance crash data that in the end can improve highway safety within the State and nationally.

GOALS AND OBJECTIVES:

Project Goal - Increase the number of fully compliant MMUCC data elements from 26 to 35 on the MUAR / STARS and to increase the number of embedded attributes to 243.

Milestone Description:

July 2010..... Develop the STARS technical and system specifications document

February 2011..... Disseminate the STARS technical and system specifications document and vendors to begin system development / programming of the STARS as well as local law enforcement crash reporting software

February 2011.....Begin printing of the MUAR, MUAR Preparation Manual, and MUAR Field Investigation Notebook

June 2011..... First statewide training circuit of law enforcement personnel on the newly revised MUAR and MUAR Preparation Manual

July 2011..... System testing of the revised STARS and local law enforcement crash report software / interfaces and if necessary update and redistribute the STARS technical and system specifications document on system testing

outcome

October 2011..... Final testing of the revised STARS and local law enforcement agency software / interfaces

December 2011..... Second statewide training circuit of law enforcement personnel on the newly revised MUAR and MUAR Preparation Manual

January 1, 2012..... Implementation of the revised MUAR, MUAR Preparation Manual, and STARS

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The Missouri State Highway Patrol (MSHP), Traffic Records Division compared the 75 crash, vehicle, and person data elements found in the Third Edition (2008) MMUCC to the Missouri Uniform Accident Report (MUAR) and Statewide Traffic Accident Records System (STARS). The comparison found that the MUAR and STARS was fully compliant with 26 (35%) of the MMUCC data elements, partially compliant with 39 (52%) of the data elements, and non-compliant with 10 (13%) of the MMUCC data elements.

This project will increase the number of fully compliant MMUCC data elements on the revised MUAR and in the STARS as well as increase the number of attributes in the partially compliant data elements. The evaluation of these increases and completion of project milestones will be facilitated through the NHTSA Traffic Records Improvement Program Reporting System (TRIPRS).

RESULTS:

Development of the report form itself was completed by March of the project year. Programming continues within the STARS system by the contractor. Training of the MSHP and local law enforcement began in the spring and will continue until late fall.

Implementation of the revised crash report form is set for January 1, 2012.

FUNDING:

\$251,510.57

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

BEAP/TEAP

PROJECT NUMBER:

11-RS-11-2

PROGRAM AREA:

11

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Chris Luebbert

PROJECT DESCRIPTION:

Bridge Engineering Assistance Program (BEAP)

This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limits. These consultants must meet the standards determined by the Missouri Department of Transportation. The consultants will review bridge structures as requested by a city or county and will provide information on bridge condition, load limits, and recommended repairs.

Conditions

All announcements, printings, and reports shall list the Missouri Department of Transportation - Highway Safety Division and the Federal Highway Administration as program sponsors.

Funding to provide Bridge Engineering Assistance in this task must be restricted to engineering services that are not otherwise eligible for funding due to bridge project approval under the Bridge Replacement and Rehabilitation Program (23 U.S.C. 144).

Consultant Selection and Contract Administration shall be in accordance with MoDOT alternate procedures in accordance with Title 23 CFR which have been previously accepted by FHWA.

The Missouri Department of Transportation is required to submit certification of compliance with the conditions stated above with each claim voucher submitted on the task.

The Missouri Department of Transportation will submit a letter of notification to the Highway Safety Division's Program Coordinator stating that a study has been completed. The letter must include a brief description of the study and information about the local agency that benefited from the study.

Traffic Engineering Assistance Program (TEAP)

The purpose of this task is to retain private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets and highways. This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limitations. Requests are submitted to the Missouri Department of Transportation by local agencies. If the local agencies meet the criteria for participation in the Traffic Engineering Assistance Program, selections will be made by the Missouri Department of Transportation based upon need and ability. NOTE: This project does not provide for actual design in connection with the solution. It attempts to provide solutions to traffic problems.

Conditions

All announcements, printings, and reports shall list the MoDOT Highway Safety Division and the Federal Highway Administration as program sponsors.

The Missouri Department of Transportation will submit a letter of notification to the Highway Safety Division's Program

Coordinator stating that a study has been completed. The letter must include a brief description of the study and information about the local agency that benefited from the study.

PROBLEM IDENTIFICATION:

Bridge Engineering Assistance Program (BEAP) FY 2009

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their bridges. Correction of these problems can require evaluation of bridge structures for load-carrying capacity. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analyses. This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

Traffic Engineering Assistance Program (TEAP) FY 2009

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of what studies a traffic engineer consultant may be called upon to perform.) This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

GOALS AND OBJECTIVES:

BEAP:

The BEAP Program is aimed at correcting operational problems on city and county bridges.

TEAP:

The TEAP Program is aimed at correcting operational problems on city and county streets and highways.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The following counties/cities received engineering assistance through the BEAP and TEAP programs in FY2010: Miller County, Morgan County, Holtz Summit, Greene County, Polk County, Caldwell County, Monroe County, Gasconade County, Cole County, Boone County, Scotland County, Raymore, Cameron, Hillsboro, St. Francois County, O'Fallon, Maryland Heights, St. Charles County, Johnson County, and Gentry County.

FUNDING:

402 / 20,600: 70,000.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

GPS Line Work

PROJECT NUMBER:

11-K9-04-007

PROGRAM AREA:

04

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Randy Silvey

PROJECT DESCRIPTION:

This project will entail enhancement and acceleration of the Department of Transportation's current program to create a base map for all Missouri roads. Particular emphasis will be placed on local (off-system) roads, as was recommended by the state's recent Traffic Records Assessment. The project will include hiring temporary data entry personnel, data collection, data entry, possible computer programming, and additional development of data accessibility for all end users. The current basemap is made available to the public via MoDOT's FTP web site, as well as the Missouri Spatial Data Information Service, which makes the data available to all GIS users. Improving this basemap will increase the accuracy of the data and allow better integration of roadway data with driver records, enforcement, and adjudication efforts. It will become the foundation for all future enhancements, including links to electronic citations, electronic crash reports, and driver record information.

Milestones:

The following measures will be used to measure progress of the project.

Identification of precise needs..... November 2006
 Purchase equipment, hire temporary data entry personnel, and other required items for data collection.....February 2007
 Begin accelerated data collection..... April 2007
 Begin accelerated data entry / Continue data collection.....June 2007
 Evaluate performance measures each quarter..... September 2007 - September 2012
 Completion of System..... October 2012
 Maintenance of system, including new route entry and other modifications..... Ongoing

PROBLEM IDENTIFICATION:

The project will impact the timeliness, accuracy, completeness, uniformity, and accessibility of roadway data initially, and the integration of all data (crash, citation, driver records, etc.) over time. It will address Missouri's deficiency in the linkage between crash and roadway inventory data of the local roadway system by providing line work where none exists; it also will improve outdated line work on the state maintained system.

GOALS AND OBJECTIVES:

To establish a GPS map of all local, county, and state roadways in Missouri.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)

- Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Work on this project has been completed. The temporary personnel are no longer retained for services.

The resulting GPS map of Missouri is being used on line by the public as a reference source. It is also being considered by the Missouri State Highway Patrol for use within their agency's crash reporting system. The map will generate consistent and reliable location data for the MSHP.

The map will be integrated with the Law Enforcement Traffic Software (LETS) for the purpose of location information. The location information will cause the crash reports to automatically "land" in the Traffic Management System (TMS) data base.

FUNDING:

\$130,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

EMS Run Electronic Reporting

PROJECT NUMBER:

11-K9-04-008

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO Dept. of Health and Senior Services

AGENCY CONTACT:

Ms. Margaret Donnelly, Director

PROJECT DESCRIPTION:

The project has two main parts: In part 1, the DHSS will work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. In part 2: the DHSS will seek funding to pay for complete coverage of EMS providers so that every ambulance is provided with a laptop computer, and then to require 100% reporting by all services of all runs using the electronic systems.

The Missouri Ambulance Reporting System Initiative would enable Missouri Emergency Medical Service providers to contribute one hundred percent of EMS call data into the Statewide Missouri Ambulance Reporting System (hereafter MARS) and the National EMS Information System, (hereafter NEMSIS).

PROBLEM IDENTIFICATION:

While the Department of Health and Senior Services (DHSS) has achieved a high level of reporting by Emergency Medical Service providers (currently above 90% report now, and it is anticipated that 100% will report to the system by the end of 2011) the costs of maintaining the system are high because 65% of the reporting is via paper-based reports. The Department of Health and Senior Services offers an online reporting system, the Missouri Ambulance Report System (MARS). The agency is aggressively promoting its use among Missouri Ambulance Services. A better solution, especially with the hoped-for increase in the types of runs that are reported to the Emergency Services run report database, would be to automate field data collection.

In addition, although services require their crews to complete reports immediately (by the end of the shift), data are reportable to the EMS database quarterly. That goal is being met or exceeded now, but there is a possibility of immediate (within 24 hours) reporting if the services were equipped properly.

Currently the Missouri Department of Health and Senior Services receives data from approximately ten percent of the calls that occur throughout the state. The major obstacle in mandating one hundred percent data contribution from both rural and urban providers is a lack of state funding to purchase hardware. Real time contribution of all EMS call data would facilitate statistical analysis of incidents including illness trends, increases in service requests, and emergency department diversions, which may be indicative of a regional or statewide bioterrorism event.

GOALS AND OBJECTIVES:

Project Goal- to increase our ambulance reporting system data, and to develop data sharing with other departments of Missouri.

Milestone Description

04/2011..... To purchase laptop computers to distribute to MO ambulance services

04/2011..... .Prepare MOU's and Letter of agreements for participating ambulance services

04/2011..... .Contact the participating ambulance services

05/2011..... Distribute laptop computers to participating ambulance services

05/2011..... Train the participants on entering data into the Missouri Ambulance Report System

06/2011..... Create a report on data currently being submitted by participating services

06/2011..... Create the performance measures

08/2011..... . Create the first performance measure report of data collection

09/2011..... . Begin Round 2 of laptop distribution

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The laptops (94 each) were received and tagged with inventory numbers. The Memos of Understanding have been sent out to the eligible ambulance agencies and are being returned by most of the agencies. The anticipated distribution schedule is set for the last week of October. The DHSS will establish a benchmark for the EMS run data in terms of the amount of time to report and the number (or percentage) of run data that is electronically transferred. This information will be entered into the TRIPRS web site for use in Section 408 funding application.

FUNDING:

\$130,000.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Traffic Disposition/ROC Reporting

PROJECT NUMBER:

11-K9-04-006

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Office of State Courts Administrator

AGENCY CONTACT:

Mrs. Melissa Kampeter

PROJECT DESCRIPTION:

Monitoring & Training/Instruction

The Missouri Judiciary will monitor the compliance of the courts electronic reporting of traffic records of conviction as provided in Section 302.225 RSMo, which states:

"Every court having jurisdiction over offenses committed under sections 302.010 to 302.780, or any other law of this state, or county or municipal ordinance, regulating the operation of vehicles on highways or any other offense in which the commission of such offense involves the use of a motor vehicle, including felony convictions, shall, within seven days thereafter, forward to the department of revenue, in a manner approved by the director of the department of public safety a record of any plea or finding of guilty of any person in the court for a violation of sections 302.010 to 302.780 or for any moving traffic violation under the laws of this state or county or municipal ordinances. The record related to offenses involving alcohol, controlled substances, or drugs shall be entered in the Missouri uniform law enforcement system records. The director of revenue shall enter the conviction information into the appropriate computer systems and transmit the conviction information as required in 49 CFR Part 384, or as amended by the Secretary of the United States Department of Transportation. The record of all convictions involving the assessment of points as provided in section 302.302 and convictions involving a commercial motor vehicle as defined in section 302.700 furnished by a court to the department of revenue shall be forwarded by the department of revenue within fifteen days of receipt to the Missouri state highway patrol. The record related to offenses involving alcohol, controlled substances, or drugs, or in which the Missouri state highway patrol was the arresting agency shall be entered into the Missouri uniform law enforcement system records. Whenever any person is convicted of any offense or series of offenses for which sections 302.010 to 302.340 makes mandatory the suspension or revocation of the license of such person by the director of revenue, the circuit court in which such conviction is had shall require the surrender to it of all licenses, then held by the person so convicted, and the court shall within seven days thereafter forward the same, together with a record of the conviction, to the director of revenue."

The judiciary's case management system electronically reports traffic disposition/record of conviction data nightly. The information is electronically sent to DOR then to MSHP, as appropriate. In order to capture any reporting errors, numerous edit checks have been programmed into this interface. Cases that do not pass all of the edits are placed on an automated error log, where they remain until the appropriate corrections are made by the court staff.

JIS has been implemented in all Missouri state courts, which includes 115 circuit courts (with all divisions within the circuits), 3 appellate courts and the Supreme Court. In addition, JIS is currently used by 277 of the 636 municipal courts, which includes the 44 implementations of stand alone municipal divisions as well as 236 heard by state Associate Circuit Judges. The remaining municipal courts report manually or through other automated systems.

In order to monitor the courts, OSCA will use DOR and internal reports to track the number of convictions reported within the designated timeframe for all courts and the average number of days for the courts to submit records of conviction. OSCA can also monitor the number of entries in the error log for courts using the case management system with the goal to decrease the number of cases on the error log.

Traffic ticketing information will be sent electronically from prosecutors to the courts so paper copies will no longer need to be sent by mail or manually delivered to the Court. The prosecutors and courts will be able to view the traffic tickets electronically, thus creating efficiencies for the agencies. The enhancements to the initial filing data transfer exchange will

allow the flow of information to be more efficient, effective, and quicker.

PROBLEM IDENTIFICATION:

The Missouri Office of State Courts Administrator (OSCA) project will improve the collection, accuracy and timely reporting of traffic disposition information by:

- monitoring the electronic transmission of traffic-related conviction data from the courts to the Missouri Department of Revenue (DOR) and Missouri State Highway Patrol (MSHP) to determine if on-site assistance or training/instruction is required to increase the accuracy and timeliness of reporting, and
- implementing the judiciary's automated case management system, called the Justice Information System (JIS), to those Municipal Divisions not currently utilizing the system.

GOALS AND OBJECTIVES:

As of December 2009, of the 504 jurisdictions that submitted records of conviction to DOR, 336 (or 67%) were 90%-100% successful in meeting the 7-day reporting period. Of the 336, 121 courts (100 state and 21 municipal) are reporting through JIS, which equals 36%. Monitoring efforts will be focused on those courts consistently reporting at less than 90%. At the end of the grant period, at least 70% of the courts will be reporting within 7 days at a 90%-100% percent success rate.

The Municipal Division JIS implementations began in late 2007. As of June 2010, 44 Municipal Divisions are utilizing JIS, with two additional implementations scheduled, for a total of 46. Up to an additional 6 will be using JIS by the end of the grant period using the "Measurement Description" identified above, to monitor the disposition reporting.

Federal Fiscal Year (FFY)	Total Implementations
FFY07	1
FFY08	14
FFY09	20
FFY10	11
FFY11	Up to 6

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

JIS enables the courts to electronically transmit Commercial Drivers License (CDL) convictions to the Missouri State Highway Patrol in a manner to meet federal time frames. Reports indicate that many of the courts on JIS are now reporting 100%, or nearly 100% of their convictions in the mandated time frames. Results can vary from month to month if just 1 or 2 cases don't meet the mandated time frame. Some of the common reasons for cases to be delayed are:

- 1) Date entry errors and the extra day(s) needed to research the error and make the correction.
 - 2) Clean up of old cases. Going on JIS has caused some courts to review their files and in the process have discovered dispositions that may not have been reported.
 - 3) Change in staff. A few courts have had a change in court staff which has caused some backlogs.
 - 4) Learning the new system. Going on JIS is a major change for some courts and the learning process can cause some temporary backlogs.
-

FUNDING:

\$174,988.15

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

LETS 2010-2011 Hosting and Support

PROJECT NUMBER:

11-K9-04-003

PROGRAM AREA:

04

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

REJIS

AGENCY CONTACT:

Mr. Gregg Horton

PROJECT DESCRIPTION:

REJIS will provide all of the services detailed in this application in a manner consistent with past year's performance and function.

REJIS break-fix support funding support is provided as input for budgeting purposes as only actual cost for support provided will be sought. The estimate provided is based on the previous year activity which will likely be similar to the 2010-2011 effort based on the assumed level of enhancement activities anticipated.

Enhancement project deliverable commitments will be dependent on accepted change specifications and estimates to ensure value received and an informed commitment to deliver services. All types of personal support will be provided at a rate of \$85.00 per hour.

PROBLEM IDENTIFICATION:

Provide REJIS support for continued hosting of associated systems and of LETS application services. REJIS will provide all system infrastructure needs to ensure reliable access to LETS services to include all Network and Operational support, including 24/7 HelpDesk services. Budgeting estimates for Applications and Training staff support, on a time and materials basis as needed, as well as cost support for DOR interface efficiency support for Missouri Law Enforcement.

GOALS AND OBJECTIVES:

- 1) Provide a reliable operating environment ensuring high levels of accessibility, security and HelpDesk support.
- 2) Provide quarterly training for Missouri Law Enforcement as needed.
- 3) Provide a reliable core of technical support for application support needs.
- 4) Continue support for efficient use of DOR interface data to LETS for vehicle and driver data.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

REJIS provided a secure hosting environment for LETS use in 2010-11 for statewide Law Enforcement over the last year. The physical site is a state of the art Data Center supported by a professional Network Services staff who oversaw network security and hardware maintenance support. Operations staff provided physical security as well as systems monitoring and maintenance (backups, etc) support to ensure the health and availability of LETS throughout the year. REJIS HelpDesk staff provided tier one (password, installation, etc) support to the Missouri Law Enforcement LETS users, as well as rapid escalation of tier two issues to technical staff when required. Over 300 support calls were handled during this period.

REJIS Training staff provided four training sessions throughout the 2010-11 contract year to 12 LE agencies (30 attendees).

REJIS application staff provided technical and business analysis in 2010-11 to support issue resolution and ongoing service improvements. Daily user call support for law enforcement agencies as well as specification and execution of several application enhancements were performed throughout the year. Applications staff were also active participants to support HSD in records review sessions, user group sessions and future cost benefit analysis of the service for direction setting.

REJIS maintained the LETS/DOR interface for data entry efficiencies using LETS in 2010-11. At the end of the contract period, REJIS staff reviewed this usage, eliminated use elements not covered under contract and reported the difference to HSD to support cost recovery.

FUNDING:

\$92,991.00

HS CONTACT:

Randy Silvey

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Hazard Elimination

PROJECT NUMBER:

11-154-HE-1

PROGRAM AREA:

HE

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mr. Bill Whitfield

PROJECT DESCRIPTION:

The Hazard Elimination projects will correct hazardous locations, sections, and elements including roadside obstacles and unmarked or poorly marked roads which may constitute a danger to motorists, bicyclists, and pedestrians. The projects can be on any public road, public surface transportation facility, or publicly owned bicycle or pedestrian trail.

PROBLEM IDENTIFICATION:

Pursuant to passage of the federal legislation, each state must have in effect a law that prohibits the possession of any open alcoholic beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle (including possession or consumption by the driver of the vehicle) located on a public highway, or the right-of-way of a public highway, in the State.

If a State has not enacted or is not enforcing a qualifying open container law the U.S. Secretary of Transportation shall transfer an amount equal to 3 percent of the federal aid highway funds apportioned to the State effective October 1, 2002 to the apportionment of the State under section 402 (the Highway Safety program) to be used as follows:

- a. Alcohol-impaired driving countermeasures; or
- b. Enforcing laws prohibiting driving while intoxicated or driving under the influence and other related laws (including regulations), including the purchase of equipment, the training of officers, and the use of additional personnel for specific alcohol-impaired driving countermeasures, dedicated to enforcement of the laws (including regulations); or
- c. Hazard elimination projects-a State may use all or a portion of the transferred funds for activities eligible under section 152.

Missouri has elected to utilize funds to address the need to remove and/or correct hazards on the roadways (e.g., poorly marked areas, obstacles) that have the potential for contributing to traffic crashes.

GOALS AND OBJECTIVES:

Reduce Fatalities and disabling injuries

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or

purchased)

- Other (any other information or material that supports the Objectives)

6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Median guard cable was installed on US 71 south from Kansas City to Harrisonville approximately 30 miles. Numerous locations around the state have also seen the addition of two foot paved shoulders with the addition of rumble stripes. Work was started and 50% completed on US 54 in Cole County intersection improvements.

FUNDING:

\$20,000,000.00

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PUBLIC INFORMATION & EDUCATION

This program area addresses the broad spectrum of educating the public about traffic-safety related issues. Although included within the Statewide Problem Analysis information, public information & education components were built into each program area where possible.

A challenging goal is to make the general public aware of their poor driving habits, responsive to changing these habits, and to voluntarily comply with Missouri's traffic laws. This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. We rely on our traffic safety partners to be active participants in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such as *Click It or Ticket* and *You Drink & Drive. YOU LOSE*. People heard about the mobilizations in the media, there were well-recognized logos to support the effort, and drivers were aware that the risk of apprehension was high. These campaigns have proven their ability to not only heighten awareness, but also to ultimately make positive behavioral changes.

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) is comprised of partners throughout the state who have expertise in traffic safety programming. The subcommittee developed a central theme for use on all traffic safety materials and campaigns. The theme, *ARRIVE ALIVE*, conveys a consistent unified message regardless of whether the campaign pertains to occupant protection, drinking drivers, or any other traffic safety concern. The OHS works closely with the committee to coordinate all of our public awareness efforts. The Highway Safety website was recently redesigned to grab people's attention and convey safety information in the best way possible. The site features eye-catching graphics, intriguing videos, news and information, driving tips and advice on how to Arrive Alive at your destination. We are also participating in the social networking services *Twitter* and *Facebook*, both of which are extremely popular with teens and young adults.

BENCHMARKS

Established	Result
2009 fatalities--878	2010 fatalities--821
Develop campaign messages	Campaign messages--target audiences reached = General public; young drivers; parents/caregivers of children in child safety seats or booster seats; older drivers; commercial motor vehicle drivers; pedestrians; bicyclists; motorcyclists; impaired drivers; newsclippings. Venues utilized – Internet; radio; billboards; television; print; cinema; social media; events; mobile (text messaging); email; outdoor advertising. Total spots aired: Spring Teen Seat Belt (4,530 spots); Work Zone (13,197 spots); Motorcycle Safety (8,074 spots); Click It or Ticket (11,050 spots); You Drink & Drive you Lose (7,435 spots); Child Passenger Safety (1,465 spots); All quarterly impaired driving campaigns (1,891 spots); Total 56,085
Increase safety device use In 2009: <ul style="list-style-type: none"> Statewide: 77% Teen: 66% Commercial: NA Child safety seat 91% Motorcycle helmet use: 99.2 % in 2005 	Safety devices used: Statewide safety belt use rate = 76 percent in 2010; Teen safety belt use rate = 66 percent in 2010; Commercial vehicle safety belt use rate (note: this survey is not conducted annually = 73 percent in 2010; Child safety seat and booster seat use rate =91 percent in 2009; motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.2 percent in 2005.
Distribute pieces of traffic safety materials	Pieces of traffic safety materials distributed = 300,416 in 2010 (222,076 in 2009).

Strategies

Identified	Implemented
Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information.	OHS staff and Missouri Coalition for Roadway Safety contacts as well as local and state law enforcement agencies are all equipped to field questions from the general public. Many of them conduct media interviews.
Conduct an attitude and awareness survey. The survey will contain questions on occupant	This survey reflected drivers' views on a variety of highway safety issues including seat belt usage, speeding, cell phone use, and

protection, impaired driving and speeding.	impaired driving. Heartland Market Research conducted this research project that reached 3,010 adult Missouri drivers in June of 2010 (Drivers were surveyed via landline telephone from 114 counties and the City of St. Louis, resulting in a universe of participants from 677 different zip codes). The purpose was to capture current attitudes and awareness of highway safety issues. These findings will be used to design and implement public information and law enforcement campaigns that effectively deter drivers from engaging in unsafe driving behaviors. In addition, better understanding driver attitudes on highway safety issues will also aide in public policy and legislative decisions.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	Several press conferences, media interviews and campaign kickoffs were scheduled during each of the campaigns in which Missouri participated.
Encourage the media to participate in campaigns by publicizing our messages	Press releases were sent prior to each campaign. Statewide and regional media events are held where the media is invited to attend and the newsworthiness of the current campaign is discussed.
Publicize the services and resources of the OHS to the general public through our Web sites at www.saveMOlives.com , in workshops, at conferences/exhibits, and through our materials.	Services and resources are advertised on MoDOT's website. The OHS printed over 300,000 brochures or educational pieces for distribution to the public through school programs, law enforcement officers, hospitals, safety fairs, etc. The figure does not include the printed materials distributed during the state fair.
Develop, update and disseminate public information/promotional/educational materials and websites .	Materials are updated, or sometimes eliminated as appropriate. The web site is consistently updated and made accessible and appealing to the general public.
Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers).	MoDOT participated in several traffic safety campaigns in the 2011 grant year, including "CPS for Law Enforcement", "Click It or Ticket", and "You Drink & Drive. You Lose." In addition, the funds were used to pay for creative advertising and campaigns to reach Missourians with the messages regarding driving safely including mature drivers, impaired driving, and work zone.
Actively participate in the Missouri Coalition for Roadway Safety (MCRS) public information subcommittee in order to increase coordination, communication and cooperation among safety advocates statewide.	OHS actively participates in the Missouri Coalition for Roadway Safety public information subcommittee. OHS reaches each region with campaign updates, incentive items, posters, website information, and advanced media information, for example, press releases and local media purchases for each region.
Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS.	The Arrive Alive theme continues to be incorporated in all materials, advertisements and publications when developed or updated.
Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs.	Campaign materials and other information is distributed to the MCRS regional coalitions. Customer Relations staff work with each coalition to distribute posters or host regional events.
Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources.	American Family Insurance and the Missouri College of Emergency Physicians sponsors the "Battle of the Belt" campaign to help get the safety message out.
Work with the Motor Carrier Safety Assistance Program, Safe Routes to School Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible.	Efforts are made to promote joint traffic safety issues whenever possible. OHS staff that manage various programs serve on multiple committees, promoting awareness and the sharing of information.
Give presentations and provide training to community groups, schools, etc. as available.	OHS staff made approximately 64 presentations regarding all safety issues including belt usage for older drivers, teens, etc. Child Passenger Safety courses are sponsored and or supported by the OHS a minimum of six times per year.
Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues	All OHS staff members serve on various committees such as the Injury Prevention and Advisory Committee, School Bus Task Force, Partners in Prevention, MCRS Legislative Committee, Impaired Driving Subcommittee, Motorcycle Safety Committee, Statewide Traffic Records Committee, Operation Lifesaver Council, and the Head Injury Advisory Council.
Promote law enforcement mobilization efforts: "Click It or Ticket" safety belt campaign; "You	The "Click It or Ticket" paid media advertising ran May 23 through June 5, 2011. It included cable TV advertising, Outdoor advertising

Drink & Drive. YOU LOSE.” alcohol campaign; quarterly occupant protection and impaired driving mobilizations; and the “Operation Safe Teen” youth campaign.	including truck-side billboards, ice box wraps, convenience stores; and digital/internet ads. The “You Drink and Drive. You Lose” advertising ran August 15-September 4, 2011. The campaign included radio, cable TV and digital advertising. The Teen Seat Belt campaign was conducted from March 7-27, 2011.
Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)	Advertising for the quarterly DWI mobilizations are conducted during the holiday season, over the St. Patrick’s weekend and Cinco De Mayo. Only radio advertising is purchased for these campaigns. Paid advertising for the Work Zone Awareness Week included radio, internet and digital ads which ran throughout the summer months. Radio ads totaled 13, 869 and digital/internet advertising was viewed 12, 740 times.
Support and promote MoDOT’s construction work zone public awareness campaign.	April 4-8, 2011 was National Work Zone Awareness Week. For several years, orange lighting has been a part of promoting the week across the state. Many MoDOT buildings, as well as other notable landmarks will be lit orange from April kickoff to the construction season and to raise awareness of work zone safety.
Promote Saved by the Belt and Battle of the Belt programs.	The Battle of the Belt program is advertised through news releases and newspaper articles. The Saved by the Belt program is managed by an OHS staff member and files are maintained in the office.
Promote the Seat Belt Convincer, Rollover Simulator, and SIDNE educational programs to assure the units are used to reach as many people as possible.	The MSHP gave convincer demonstrations and seat belt programs throughout the 2011 grant year. The OHS continues to work with the MSHP to assure the units are used to reach as many people as possible.
Participate in the Missouri State Fair to educate the public on traffic safety issues and any modifications to traffic safety laws.	Over 100,000 people visited the MoDOT building/exhibit during the Missouri State Fair and were educated on traffic safety issues and traffic safety laws.
Promote the cellular phone ICE program (In Case of Emergency) which is designed to assist first responders in rapidly identifying a crash victim’s emergency contacts.	Information about the ICE program was posted on the savemolives.com website, and a blog was posted on the site as well.

PROJECT TITLE:

Child Passenger Safety

PROJECT NUMBER:

11-K3PM-05-1

PROGRAM AREA:

05

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

Educate Missourians about the importance of using car seats for children 8 and under and the Missouri law requiring parents to buckle their children into child safety seats.

This money will be used for paid media in May during Click It or Ticket and in September during Child Passenger Safety week.

PROBLEM IDENTIFICATION:

The 2009 data from 21 survey sites revealed a child safety seat usage rate of 91 percent for children under age four.

94 percent of surveyed children under age four were located in the back seat of the vehicle.

Missouri's child safety seat survey revealed that when drivers are not buckled up, 28 percent of children were not restrained either, but when the driver was buckled up, 98 percent of the children were also restrained.

In 2009, 10 children less than 8 years of age were killed and 1,649 were injured as occupants in motor vehicle crashes in Missouri.

GOALS AND OBJECTIVES:

Increase car seat usage rate by 2%

Reduce fatalities and injuries to children 8 and under.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Child Passenger Safety advertising ran from September 19-25 during Child Passenger Safety Week. Radio advertising ran all across the state and we received 1,079 radio ads during the week-long campaign. We also ran digital/internet advertising that netted 7,828,060 impressions with a frequency of more than five.

In addition, we also purchased 50,000 coffee sleeves with an a message printed on them and used them statewide. We scheduled free coffee days during the week at 38 locations where we handed out free coffee for two hours at high volume coffee shops.

Using a third-party vendor we held a contest on Facebook where we had people post pictures of their kids buckled up properly for a chance to win a gas card. The contest was very popular and much discussion ensued about how to buckle properly.

We sent out a news release to statewide media before CPS week and 64 articles were printed on the subject.

FUNDING:

\$150,000.00

HS CONTACT:

Reeve White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Work Zone Awareness PI&E

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

11-PM-02-4

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

This funding would contribute to MoDOT's annual awareness campaign and be used for media placement for television, radio and billboards.

PROBLEM IDENTIFICATION:

As construction season kicks off each year in April, more and more MoDOT and other construction workers are out along Missouri roadways, putting their lives at risk on a daily basis. It is important for all motorists to remember to look out for the workers on the highway and prevent tragedies due to inattention, speeding, etc. The annual Work Zone awareness week and summer campaign reinforces the message to motorists to slow down and Don't Barrel Through Work Zones.

GOALS AND OBJECTIVES:

Decrease work zone fatalities by 2%.

Educate the public about the prevalence of work zones over the summer and the importance of driving safely to your destination.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory

justification is provided.

RESULTS:

April 4-8 was National Work Zone Awareness Week in 2011. For several years, orange lighting has been a part of promoting the week across the state. Many MoDOT buildings, as well as other notable landmarks will be lit orange from April to the kickoff of the 2011 construction season to raise awareness of work zone safety.

Paid advertising included radio, internet and digital ads which ran throughout the summer months, particularly around work zone awareness week and high travel holidays, Memorial Day, mid-June vacation time, Independence Day, late July vacation time and Labor Day. Radio ads totaled 13,869 and digital/internet advertising was viewed 12,740,708 times.

Barrel Bob -- a larger than life character created from highway barrels -- was built by MoDOT's sign shop. He was introduced as the work zone watch dog and a Facebook page was developed which now has more than 3,000 fans. Several more figures were created and they are used in work zones around the state and are used to call attention to work zone safety.

Several statewide news releases were sent out from April through September reiterating the importance of driving safely in a work zone.

FUNDING:

402 / 20.600: 70,000.00

HS CONTACT:

Revee White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Young Driver PI&E

PROJECT NUMBER:

11-PM-02-3

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

The teen seat belt campaign will educate youth on the importance of buckling up and the dangers of not buckling up. It will also alert youth to youth seat belt enforcement held in March 2011.

PROBLEM IDENTIFICATION:

Only six out of 10 teens buckle up. The teen seat belt use rate is much lower than the statewide use rate and national rate too. Our teen seat belt use has not changed much over the past few years.

Teens failing to buckle up face a much greater risk of injury or death in vehicle crashes. Seven out of 10 teens killed in Missouri traffic crashes are unbuckled.

Teens that do not wear a seat belt often use excuses such as seat belts are uncomfortable, they forgot, they are not traveling very far.

Teens think that they are invincible and will not die.

The fine for not buckling up is only \$10.

GOALS AND OBJECTIVES:

Increase teen seat belt use rate by 2%

Educate youth on the primary seat belt law covered under GDL

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or

purchased)

- Other (any other information or material that supports the Objectives)

6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Teen seat belt use increased by 1 percent from 2010 to 2011.

The teen seat belt campaign was conducted from March 7-27, 2011. Cinema ads, Channel 1 classroom TV ads, radio ads, pump toppers and digital ads (Facebook and other teen sites) were purchased to target teens in areas where high schools had shown low seat belt use rates. In addition, a Seat Belt Spotter Day was conducted on a Friday in March. As a part of the day, buckle up bumper clings were handed out to students and as they left the parking lot after school that day if they had the bumper cling on their car and were wearing their seat belts, random students received incentive gift cards.

The digital campaign had 6,582,523 total impressions with 1,094,135 unique impressions. Therefore the average frequency was 6.02. The Seat Belt Spotter project distributed 175,000 window clings to 200 high schools and ten teams of four spotters gave away 20, \$25 gift cards per school. Channel 1 spots were run in 118 schools, a total of 1,770 spots ran. Cinema ads ran at 238 movie theaters across the state. Pump topper ads were run at 250 gas station locations. More than 2,000 radio ads ran as part of the campaign as well.

A statewide news release went out at the beginning of the campaign as well as shell releases provided to all the law enforcement agencies participating in the seat belt enforcement efforts.

FUNDING:

402 / 20.600: 235,000.00

HS CONTACT:

Reeve White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Occupant Protection PI&E

PROJECT NUMBER:

11-PM-02-2

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

The Click It or Ticket program will continue to focus on those least likely to wear a seatbelt. This audience is selected based on the results of the annual seat belt survey and the 2010 fatality information.

This grant will educate Missourians on the importance of wearing a seat belt at all times. Extra focus will be paid to the part-time seat belt user.

The majority of the funds will be used for paid media. Media outlets that are likely to be used include digital, radio, television and outdoor media. Guerilla marketing efforts might also be pursued.

Most of the media efforts would take place in May 2011 during the annual Click It or Ticket campaign.

PROBLEM IDENTIFICATION:

Seat belt use in Missouri remains relatively unchanged for six years and consistently remains below the national average.

Drivers failing to buckle up face a much greater risk of injury or death in vehicle crashes.

Drivers that do not buckle often use excuses such as seat belts are uncomfortable, they don't want to be trapped in a burning or sinking car after a crash, or were just traveling a short distance on a familiar road, but completely overlook the fact that seat belts are proven lifesavers.

GOALS AND OBJECTIVES:

Increase Missouri's seat belt usage rate by two percent.

Educate Missourians about the importance of wearing a seat belt and alert them to upcoming enforcement.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort;

documentation of equipment use and frequency of use)

- Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
- Other (any other information or material that supports the Objectives)

6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

"Click It or Ticket" paid media advertising ran May 23 through June 5, 2011. It included cable TV advertising, Outdoor advertising including truck-side billboards, ice box wraps, convenience stores, and digital/internet ads.

The total number of television spots that ran were 3,450. Impressions via internet advertising totaled 11,171,882. In addition, MoDOT developed three viral videos around the topic of a "stupid list" that included not wearing your seat belt. One video was released each week of the campaign.

Ice box wraps were also themed around the "stupid list" from the videos.

For earned media, a statewide news release was sent out about the campaign and shell news releases were provided to all participating law enforcement agencies. There were 133 news articles printed about the campaign.

Social media was utilized via Facebook and Twitter as well during the campaign.

FUNDING:

402 / 20.600: 150,000.00

HS CONTACT:

Reeve White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Impaired Driving Campaign

PROJECT NUMBER:

11-K8PM-03-2

PROGRAM AREA:

03

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Impaired Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

This project will pay for media alerting the public to the enforcement efforts cracking down on impaired drivers in August for the You Drink & Drive, You Lose campaign, as well as quarterly enforcement efforts taking place throughout the state.

Examples of items the money would be used for would include television ads, radio advertisements and online advertising.

PROBLEM IDENTIFICATION:

Impaired driving continues to be a problem among motorists, many of whom don't realize how little of a substance it actually takes to affect driving skills and put themselves and all around them at risk.

In 2009, 268 people were killed and 1,134 seriously injured in crashes involving an impaired driver.

Many drunk drivers are under the age of 21. In 2008 there were 951 underage drinking drivers involved in alcohol-related traffic crashes in Missouri.

Some contend that those drinking and driving are simply hurting and killing themselves, but a substantial number of people killed or injured in these crashes are innocent victims. Thirty-two percent of the fatalities and 42 percent of the injuries occurred to some other party involved in the crash - not the drinking driver or pedestrian.

GOALS AND OBJECTIVES:

Reduce impaired driving crashes by 2%.

Alert drivers to impaired driving mobilizations and the consequences of driving impaired.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

"You Drink and Drive, You Lose" advertising ran August 15-Sept. 4, 2011. The campaign included radio, cable TV and digital advertising.

We received 1,128 total radio spots and 4,386 cable television spots. The digital campaign ran on Internet networks including Facebook, Brightroll, HULU, YouTube, Twitter and Google which delivered a total of 14 million impressions.

For earned media, a statewide news release was sent out on the campaign and shell news releases were provided to all participating law enforcement agencies. Earned media resulted in articles run in print publications.

In addition to the annual statewide campaign, we conduct advertising for the quarterly DWI mobilizations during the holiday season, over the St. Patrick's weekend and Cinco De Mayo. Only radio advertising is purchased for these campaigns. For earned media we provide shell news releases to all participating law enforcement agencies.

FUNDING:

154 AL / 20.607: 300,000.00

HS CONTACT:

Reeve White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

MISCELLANEOUS

(Section 2010 Motorcycle Safety, Bicycle/Pedestrian Safety, Safe Communities, Rail Safety)

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or disabling injuries at a considerably greater rate than other traffic crashes. In the 2006 national rankings of the 50 States, DC and Puerto Rico, Missouri ranked 8th of the ten best in the nation – Missouri's motorcycle helmet law has undoubtedly had an impact on the relatively low motorcycle fatality rate per 100,000 population.

Of the 475,013 traffic crashes in 2007-2009, 0.5% resulted in a fatality and 3.4% involved someone being seriously injured in the incident. During the same period, there were 7,395 traffic crashes involving motorcycles. In these incidents, 3.7% (275) resulted in a fatality and 26.2% (1,937) resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

Many Missourians rely on non-motorized means of transportation such as walking and bicycling. Both of these modes have the ability to provide physical and health benefits, but they also have the potential for serious or fatal injuries in the event of a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers (0.9% and 0.4% of all crashes, respectively) but when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

Pedestrians

For the period 2007-2009, there were 217 fatal pedestrian-involved crashes and 822 disabling injury pedestrian-involved crashes. During that 3-year period, of the 221 persons killed in pedestrian involved crashes, 216 (97.7%) were the pedestrians. Of the 895 seriously injured in pedestrian involved crashes, 853 (95.3%) were the pedestrians.

Bicyclists

For the period 2007-2009, there were 12 fatal bicycle-involved crashes and 207 disabling injury bicycle-involved crashes. For that same 3-year period, of the 13 persons killed in bicycle-involved crashes, all were the bicyclists. Of the 218 persons seriously injured in bicycle-involved crashes, 212 (97.2%) were the bicyclists.

Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are children who often lack the knowledge or skills to interact safely in traffic.

BENCHMARKS

Established	Result
To decrease motorcyclist fatalities by 2 percent annually to: <ul style="list-style-type: none"> • 103 by 2010 • 101 by 2011 • 99 by 2012 • 97 by 2013 	In 2009 there were 84 motorcyclist fatalities. In 2010, there were 93 motorcyclist fatalities, a 1% increase.
To decrease unhelmeted motorcyclist fatalities by one per year (does not include fatalities where helmet use was "unknown"): <ul style="list-style-type: none"> • 11 by 2010 • 10 by 2011 • 9 by 2012 • 8 by 2013 	In 2009, the number of unhelmeted motorcyclist fatalities was 16. In 2010, there were 11, a 31% decrease.
To decrease fatalities involving motorcycle operators with .08 BAC or above by one fatality annually: <ul style="list-style-type: none"> • 26 by 2010 • 25 by 2011 • 24 by 2012 • 23 by 2013 	In 2008, fatalities involving motorcycle operators with .08 BAC or above was 28. In 2009, there were also 28.
• Number of 2009 motorcyclist fatalities = 84	
• Expected 2009 unhelmeted motorcyclist fatalities = 16	
• 2008 fatalities involving motorcycle operators with .08	

BAC or above = 28	
To decrease one pedestrian fatality annually to: <ul style="list-style-type: none"> • 64 by 2010 • 63 by 2011 • 62 by 2012 • 61 by 2013 	There were a total of 71 pedestrian fatalities in 2009. In 2010, there were 57 fatalities, a decrease of 20%.
• 2009 pedestrian fatalities = 71	
To decrease the five year (2005-2009) bicyclist fatality average by one to: <ul style="list-style-type: none"> • 4 by 2010 • 3 by 2011 • 2 by 2012 • 1 by 2013 	The five year bicyclist fatality average was 6 in 2008. In 2009 there were 2 fatalities, bringing the five-year average to 6.4.
• 2009 bicyclist fatalities = 2	

Strategies—Motorcycle Safety

Identified	Implemented
Continue support for the Missouri Motorcycle Safety Program administered by the Missouri Safety Center at UCM.	The Traffic and Highway Safety Division continues to work with the Missouri Safety Center at UCM on the MMSP program to provide statewide awareness/education in order to decrease motorcycle fatalities/injuries in Missouri.
Continue to provide motorcycle rider education statewide in order to train 4500 riders annually.	The MMSP continues to train approximately 4500 students per year. The goal for 2012 is to increase this total by 5-10% as well as add three-wheel training to course offerings.
Conduct a minimum of two RiderCoaches (Instructor) Preparation courses per year over the next five years in order to train and expand base of certified motorcycle RiderCoaches.	The MMSP has historically offered at least one new instructor training course per year, with the ability to conduct additional courses as demand dictates. Current MMSP staffing levels have been sufficient to require only one instructor training course for 2010, 2011, and 2012.
Actively participate in the Missouri Motorcycle Safety Advisory Committee.	The MMSP Advisory Committee continues to meet a minimum of twice per year as part of our ongoing commitment to allow a variety of stakeholders to participate in the administration of the program.
Implement, where possible, recommendations documented in the Motorcycle Safety Program Technical Assessment conducted in April of 2009.	Recommendations are implemented as time and resources allow.
Analyze and improve the unlicensed/improperly licensed motorcycle operators to encourage and improve full licensing.	The MMSP continues to participate in a variety of "outreach" and other events to encourage training, testing and full licensing.
Change Missouri Statute so motorcycle permits can only be renewed once before retesting is required.	Discussions with the MSHP Examining Division indicate that MSHP may be encouraging legislation for the 2012 legislative session that will resolve the "unlimited renewals" loophole.
Address the impaired motorcyclist problem by using enforcement and education.	The MMSP continues to develop and implement strategies to discourage riding impaired including participating in the Ride Straight promotional events as well as having a presence at events where motorcycle riders and alcohol are present for the purposes of outreach and education. Ozarks Technical Community College, in partnership with MoDOT and the MO State Highway Patrol Troop D, trained 287 motorcycle riders with the help of a new motorcycle range located on OTC main campus. There were 255 students that completed either the Experienced or the Beginner Rider Course.

Implement comprehensive efforts to educate motorcyclists about how to make themselves visible to motorists.	The MMSP continues to encourage rider visibility through reflective vests and other material giveaways as well as providing high visibility coaching materials to instructors so they can set a good example.
Allow both the Beginner Rider Course (BRC) and Experienced Rider Course (ERC) to be used as a waiver to the skills portion of the license test.	Discussions continue at the MMSP Advisory Committee meetings.
Distribute Missouri Helmet Law cards to law enforcement statewide on detecting non-compliant helmets.	The OHS developed a laminated card that is distributed to Missouri law enforcement agencies with information specific to Missouri law and how to identify non-compliant helmets. The MMSP continues to make the NHTSA presentation available and is working on adding it to a website.
Implement, as feasible, strategies identified in the "Strategic Planning Final Report," August 30, 2006, developed by the Missouri Motorcycle Safety Committee.	See strategies that follow.
Distribute NHTSA's <i>Fake Helmets, Unsafe on Any Head</i> to law enforcement agencies, conduct training through LETSAC on detecting the use of non-compliant helmets, and encourage aggressive enforcement of Missouri's helmet law (DVDs are now available and are being distributed).	A law enforcement tool to use for enforcing Missouri Motorcycle Helmet Law was created and distributed to law enforcement agencies. The laminated card contained information specific to Missouri law and how to identify non-compliant helmets.
Distribute NHTSA's <i>Detecting DWI Motorcyclists</i> to law enforcement agencies, conduct training through LETSAC on detecting DWI motorcyclists, and encourage aggressive enforcement of while riding while impaired.	The THSD focused on impaired driving for all motorists including motorcyclists. All vehicle types were included in the mobilizations and trainings.
Continue to work with eligible entities that are seeking approval to become training providers in order to expand motorcycle training capacity (in identified areas of need).	Efforts continue to work with entities to become training providers so that motorcycle training can be expanded on a statewide basis.
Continue to search for suitable locations for permanent training site to expand motorcycle training capacity in order to accommodate training within 50 miles of any Missouri resident.	The MMSP added one training provider in 2011.
Continue to encourage motorcycle groups and motorcycle dealerships to promote formal motorcycle rider education.	The MMSP is in discussion with three other companies to open additional sites in unserved or underserved areas of the state. Publications continue to be distributed to organizations and dealerships during the fiscal year.
Expand upon the motorcycle public information and education campaigns including motorists' awareness of motorcyclists (promote <i>Share the Road</i> paid media campaign utilizing Section 2010 funds); proper protective gear -- to include billboards, print materials (pamphlets and posters), radio spots, and television spots; distribute print materials statewide through the DOR field offices, MSHP examination stations, dealerships, etc.	The Motorcycle Awareness Campaign ran for several weeks in the month of May, July and August when ridership was high. The campaign consisted of paid advertising in a radio and outdoor campaign using gas station pump toppers at 165 locations. The campaign netted 3,313 total radio spots over a course of five weeks. There were also 14 articles printed in Missouri newspapers.
Work toward assuring that EMS personnel receive accident scene management training specific to motorcycle crashes.	The University of Missouri Fire and Rescue Training Institute received a contract to utilize assigned federal highway safety grant funding to conduct training for Missouri emergency first responders that respond to all highway emergencies, which will include motorcycles.
Work with MoDOT to evaluate signage that may be of safety benefit to motorcyclists entering work zones and where conditions are particularly hazardous to motorcycles.	Yard signs, window clings and tickets that read "Watch for Motorcycles" continue to be distributed to raise motorcycle safety awareness.
Continue to educate the general public, legislature, law enforcement community, and others about the benefits of Missouri's universal all rider helmet law.	Paid advertising and statewide news releases were sent out regarding Motorcycle Awareness. "Share the Road" t-shirts and yard signs were also printed and distributed.

BENCHMARKS—Pedestrian/Bicyclist

<p>Decrease one pedestrian fatality annually to:</p> <ul style="list-style-type: none"> • 64 by 2010 • 63 by 2011 • 62 by 2012 • 61 by 2013 <p>2009 pedestrian fatalities = 71</p>	<p>In 2009 there were 71 pedestrian fatalities. In 2010, there were 57, a 20% decrease.</p>
<p>Decrease the five year (2005-2009) bicyclist fatality average by one to:</p> <ul style="list-style-type: none"> • 4 by 2010 • 3 by 2011 • 2 by 2012 • 1 by 2013 <p>2009 bicyclist fatalities = 2</p>	<p>In 2009, there were 2 bicyclist fatalities. In 2010, there were 7 fatalities,</p>

Strategies—Pedestrian/Bicyclist

<p>Work with the Safe Routes to Schools coordinator to improve walking, biking and wheeling conditions for children getting to and from school — 29 non-infrastructure projects and 27 infrastructure projects were awarded in 2008 in addition to \$93,750 programmed for mini-grants that support “Walk to School” and “Walking School Bus” events.</p>	<p>The Cape Girardeau Police Department implemented the Walking School Bus Program for Alma Schrader, Clippard Elementary School pending Franklin Elementary in Spring of 2012. Walking School bus was conducted during the fall and spring semesters with approximately 87 students participating each semester. In addition, 10 Southeast Missouri State University students volunteer and rotate weekly to assist with the Walk to School program. For National Walking School Bus Day, 72 students and 22 adults walked in the event.</p>
<p>Educate the motoring public on sharing the road safely with pedestrians and bicyclists.</p>	<p>The Safe Communities program in Cape Girardeau presented Sharing the Road Safely programs to four area groups. The presentations were conducted at Ms. Martha’s Pre School, Cape Family Resource Center, and their Summer Camp and House of Prayer Outreach Mission.</p>
<p>Educate pedestrians and bicyclists on safely interacting with motor vehicles.</p>	<p>The Cape Safe Communities program estimated it reached over 670 participants through presentations regarding bicycle/pedestrian safety.</p>
<p>Purchase helmets for distribution at exhibits and for school/local safety awareness programs.</p>	<p>Over 150 helmets were given out at bicycle safety presentations.</p>
<p>Promote bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the <i>Blueprint</i> regional coalitions.</p>	<p>The Jackson Noon Optimists conducted 4 Saturday safety trainings at Safety City located in the Jackson City Park. Each training included bicycle and pedestrian safety instruction by a police officer and optimist volunteers. Participants received a bicycle helmet and additional safety materials. Over 200 children were served through this project.</p> <p>Through the Ozark Technical College, five bicycle and pedestrian safety-related programs were presented to parents & children reaching over 126 people. The goal consisted of 5 programs. Over 200 helmets were distributed to kids. One county-wide event was held for Christian County.</p>

PROJECT TITLE:

Motorcycle Safety Program

PROJECT NUMBER:

11-K6-12-1

PROGRAM AREA:

12

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

Encourage motorists to watch for motorcyclists and share the road. May is motorcycle safety month and will kick off the campaign, which will continue throughout the warm summer months.

PROBLEM IDENTIFICATION:

Of all 2009 Missouri traffic fatalities, 10 percent involved a motorcyclist. There are nearly 350,000 licensed motorcyclists in the state. Motorcycles are small and can be hard to see putting them in danger on Missouri roadways. 99% of the people who died in crashes involving a motorcycle on Missouri roads were the motorcyclist.

GOALS AND OBJECTIVES:

Reduce motorcycle crashes by 2%

Remind Missourians to Share the Road and watch for motorcyclists.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Motorcycle Awareness Campaign ran for several weeks in May, June, July and August, when a higher frequency of motorcyclists were on the road. The campaign consisted of paid advertising in radio spots and outdoor advertising using gas station pump toppers at 165 locations.

The campaign netted 3,313 total radio spots over a course of five weeks. There were also fourteen articles printed in Missouri newspapers.

In addition to paid advertising, a statewide news release was sent out regarding Motorcycle Awareness Month in May.

Incentive items carrying the "Watch for Motorcycles" message were used to raise awareness. The following incentive items were purchased and distributed throughout the state:

T-shirts - 3500

Yard signs - 2000

Window clings - 5000

Bumper sticker magnets -5000

FUNDING:

\$300,000.00

HS CONTACT:

Revee White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Motorcycle Safety Program

PROJECT NUMBER:

11-K6-12-1

PROGRAM AREA:

12

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Ms. Reeve White

PROJECT DESCRIPTION:

Encourage motorists to watch for motorcyclists and share the road. May is motorcycle safety month and will kick off the campaign, which will continue throughout the warm summer months.

PROBLEM IDENTIFICATION:

Of all 2009 Missouri traffic fatalities, 10 percent involved a motorcyclist. There are nearly 350,000 licensed motorcyclists in the state. Motorcycles are small and can be hard to see putting them in danger on Missouri roadways. 99% of the people who died in crashes involving a motorcycle on Missouri roads were the motorcyclist.

GOALS AND OBJECTIVES:

Reduce motorcycle crashes by 2%

Remind Missourians to Share the Road and watch for motorcyclists.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Motorcycle Awareness Campaign ran for several weeks in May, June, July and August, when a higher frequency of motorcyclists were on the road. The campaign consisted of paid advertising in radio spots and outdoor advertising using gas station pump toppers at 165 locations.

The campaign netted 3,313 total radio spots over a course of five weeks. There were also fourteen articles printed in Missouri newspapers.

In addition to paid advertising, a statewide news release was sent out regarding Motorcycle Awareness Month in May.

Incentive items carrying the "Watch for Motorcycles" message were used to raise awareness. The following incentive items were purchased and distributed throughout the state:

T-shirts - 3500

Yard signs - 2000

Window clings - 5000

Bumper sticker magnets -5000.

FUNDING:

\$300,000.00

HS CONTACT:

Reeve White

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Bicycle and Pedestrian Safety

PROJECT NUMBER:

11-PS-02-1

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Instructional materials will be distributed statewide to educators, health care professionals, emergency response teams, law enforcement departments and safety advocates to communicate the safety message. The broad goal is to reduce bicycle/pedestrian fatalities and serious injuries. Educating motorists is the most crucial missing element. The second most important focus is on educating the bicyclists or pedestrians to employ safer, defensive behavior (including wearing helmets for bikers, skaters and boarders). Providing non-motorists with something simple that can be worn or fastened to equipment would increase visibility (arm bands, leg bands, lanyards, zipper pulls, blinker lights).

PROBLEM IDENTIFICATION:

Safety for non-motorized travelers is a strong concern in Missouri. From 2007 to 2009, 229 bicyclists and pedestrians were killed in crashes with motorists. During the same time frame, 1,065 suffered disabling injuries. Many more crashes were recorded in hospital records of bicycle/pedestrian injuries that did not involve a motorist. The people involved in these crashes were motorists, bicyclists and pedestrians. An educational campaign is necessary to instruct all of these road users on how to share the road, supported by safety equipment such as helmets, reflective arm and leg bands and lights.

Although bicycle and pedestrian-involved crashes occur across the entire state, they occur with higher frequency in locations of denser population (such as St. Louis, Kansas City, Springfield, Columbia, Joplin, St. Joseph, Jefferson City, Cape Girardeau). Other areas of high incidences include Sikeston, Moberly, Branson and Camdenton. Surprising clusters occur along major corridors such as I-44, I-70 and Highway 50; some of these may be attributable to pedestrians walking along the interstate because their vehicle has become disabled.

GOALS AND OBJECTIVES:

-To provide education through brochures

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)

6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Due to a change in personnel this fiscal year, no funds were expended.

FUNDING:

402 / 20.600: 1,500.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Safe Communities Grant

PROJECT NUMBER:

11-SA-09-1

PROGRAM AREA:

09

JURISDICTION SIZE:

220,000

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Ozark Technical Community College

AGENCY CONTACT:

Ms. Lori Minor

PROJECT DESCRIPTION:

- 1) Traffic Crash Assessment-- Evaluate the type, severity and frequency of traffic crashes in the Springfield area using the state and local traffic crash data.
- 2) Partnership development--Recruit local partners with a vested interest in reducing traffic crashes and encourage them to participate in the Safe Communities Program. These programs will include at a minimum: local and state government agencies, MCRS Springfield Regional Coalition, law enforcement agencies, educational institutions, the health care community, businesses, service organizations, the faith community and concerned safety advocates. The professionals representing these organizations will contribute their expertise to create a more effective intervention for the entire community.
- 3) Resource support--In addition to Highway Safety grant funds, the community will invest its own resources by fostering ownership and building a foundation to support extensive on-going injury prevention programs.
- 4) Localized coordinated effort--The Community Safety Specialist and the Ozarks Technical Community College will:
 - a) Be responsible for daily operation of the Springfield Safe Community Program. The direct supervisor of the Community Safety Specialist shall be the Ozarks Technical Community College, Continuing Education, Assistant Executive Director.
 - b) The Community Safety Specialist will maintain communication with appropriate leaders in the Springfield area; Missouri Department of Transportation, Highway Safety Division and other project managers in the southwest area.
 - c) The Community Safety Specialist will assist in time lines of project tasks/activities as well as making sure evaluation components are met.
 - d) Ensure adequate levels of support for the individual programs and functions being conducted through the separate but related projects.
 - e) Maintain accurate records and reports as directed by the Ozarks Technical Community College and MoDOT, HSD.
 - f) Travel, as required for training, education, technology transfer, discussions with outreach groups and coordination with MoDOT, HSD.
 - g) Participate in the MCRS Springfield Regional Coalition and keep the Coalition up to date on activities and programs conducted by the Community Safety Specialist.
 - h) Participate in the local Springfield Safe Kids Coalition, and serve as senior car seat technician for events.
 - i) Assist OTCC with traffic safety prevention education programs.
 - j) Participate in the Older Driver Campaign with MoDOT (DriveWell & CarFit Programs).
 - k) Provide materials and videos whenever needed to area public or private schools and/or businesses.
5. Conduct the following traffic safety programs:
 - a) Minimum of five drinking and driving educational programs
 - b) Minimum of five occupant protection educational programs
 - c) Minimum of five bicycle safety educational programs
 - d) A community-wide bicycle safety events for Christian County
 - e) Several small bicycle safety events for Greene County
 - f) Minimum of six community-wide car seat events with various partners
 - g) Minimum of one certifying child passenger safety technician training

PROBLEM IDENTIFICATION:

The City of Springfield lies in the southwestern part of the State of Missouri, about 50 miles north of the Arkansas border and just 45 miles north of the major tourist and entertainment destination of Branson, MO. The city is home to six large colleges & universities: Missouri State University; Ozarks Technical Community College; Baptist Bible College; Central Bible College; Drury University and Evangel University. Springfield is served by Interstate 44 which leads to St. Louis to the east and Joplin

to the west. Other major highways served by the city include U.S. Route 60, 65, 160 and State Highway 13. Springfield is the county seat of Greene County and serves as the foremost center for shopping, employment and health care for many people who live in Greene and neighboring counties.

The City of Springfield consistently ranks in the top ten percentile of fatal and personal injury crashes. A statewide analysis compiled for 2007-2009 indicated that Springfield ranked 3rd out of all Missouri cities for major disabling injury crashes. Springfield ranked 2nd in crashes involving impaired driving under the age of 21, 2nd in alcohol-related crashes over the age of 21, and 4th for speed-involved crashes. In 2007-2009, Springfield had a total of 20,112 crashes resulting in 39 fatalities and 8,896 personal injuries. Of those crashes, 397 involved alcohol.

Based on census data, older adults (age 65 and above) are the fastest growing segment of the population. Greene County experienced a 6 percent increase in the 65+ age group from 2000-2005, while neighboring counties increased 26 percent. This increase has corresponded with an increase in older driver involvement in fatal crashes. Greene County and the City of Springfield ranked 3rd in crashes involving older drivers and an alarming rating of 3rd for speed and 2nd for alcohol-related crashes. The challenge exists to assist the aging population and their desire to be mobile and maintain their independence while still being safe drivers, not only for their own protection but for the safety of other drivers and pedestrians.

Another area of concern is for the motorcyclists in the Springfield metropolitan area that includes Greene and Christian Counties. In 2007, 91 motorcyclists were killed and another 715 were seriously injured in the State of Missouri. Springfield serves as one of only three active motorcycle safety education site sponsors for the entire southwest Missouri area. The Springfield site will provide training to approximately 350 students for the 2010 season, while running one to two range locations. This program is critical in this community, especially with the increased number of motorcycle riders and military personnel, to meet the training needs for the general public and the military bases. Countless stories are told about shared weekly about how this program has saved lives.

The Ozarks Technical Community College (OTCC) hired Lori Minor as the Community Safety Specialist to assist with health and safety issues as a match for time and salary. Other duties that have been assigned are the AED Center of Excellence and coordinating the motorcycle safety program. All projects will be focused around health and safety of the community of Greene, Christian and other surrounding counties covered by OTCC.

GOALS AND OBJECTIVES:

Our goal is to develop, initiate and maintain various approaches that heighten awareness of traffic safety problems in order to modify driver and pedestrian behavior in Greene County and the surrounding counties, ultimately reducing deaths and serious injuries resulting from traffic crashes.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Ozarks Technical College (OTC) specialists conducted 38 safety-belt and drinking and driving-related programs reaching 1,539 people.

Five bicycle and pedestrian safety-related programs were presented to parents & children reaching 126 people. The goal consisting of 5 programs and 200 helmets distributed to kids was met. One county-wide event was held for Christian County.

Four Child Passenger Safety seat events were held providing 146 seat checks. Six seats were given to families in need. One Child Passenger Safety technician class was held, training 10 students. A CPS Update class was also held providing 6 CEU's for 50 technicians from across the states of MO and AR.

As the Community Safety Specialist, we are an active member and partnering agency in most events in the Springfield Safe Kids Coalition. Lori Minor was appointed the bicycle/pedestrian safety committee co-chair and also vice-president of the board.

Ozarks Technical Community College, in partnership with MoDOT and the MO State Highway Patrol Troop D, trained 287 motorcycle riders with the help of the new motorcycle range located on OTC main campus. There were 255 students that completed either the Experience or Beginner Rider Course.

Quality training and educational materials were provided to the community upon request.

TOTAL PEOPLE REACHED DURING 2010-2011 GRANT YEAR: 6,109

FUNDING:

\$42,017.42

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Cape Girardeau Safe Communities Program

PROJECT NUMBER:

11-SA-09-2

PROGRAM AREA:

09

JURISDICTION SIZE:

35,596

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Cape Girardeau Safe Communities

AGENCY CONTACT:

Lynn Ware

PROJECT DESCRIPTION:

The Cape Girardeau Safe Communities (CGSC) program provides traffic safety prevention strategies to the citizens of Cape Girardeau in order to reduce death and injury from motor vehicle crashes.

The CGSC advisory committee is comprised of representatives from approximately 25 local businesses and organizations from both the public and private sector. These include: law enforcement agencies, the medical community, schools, businesses, and local coalitions. One (1) full-time Safe Communities coordinator and one (1) part-time program coordinator administer the program. Subcommittees address identified programmatic concerns.

PROBLEM IDENTIFICATION:**Traffic Crashes**

Motor vehicle crashes are the leading cause of death for Missourians ages 1 through 24. These deaths are both predictable and preventable and should not be accepted by our society. Cape Girardeau ranks among the top cities in Missouri for motor vehicle crash incidents. In 2009, the City of Cape Girardeau had a total of 1836 traffic crashes—of those, 2 were fatal crashes and 218 were personal injury crashes. The most serious crashes are broken down as follows: Alcohol-Related - 57; Speeding - 189.

Law enforcement efforts alone cannot bear the responsibility of reducing traffic crashes. In order to effectively reduce traffic crash injuries and deaths, ongoing educational and public awareness efforts must be maintained to compliment the enforcement activities.

Occupant Protection

Drivers and passengers who fail to use safety belts and/or child safety seats are a significant concern. Proper use of occupant restraint systems has the ability to mitigate the seriousness of injury in a crash. A seat belt survey of this area in September 2009 found the usage rate to be 77%.

Each year more children are born and older children graduate to booster seats. It is critical for these children to ride in properly installed seats that are fitted to their age and size. Many of their parents purchase seats, but then need assistance with correct installation.

The Safe Communities program annually services at least 145 parents/care givers who are seeking such help. There is also an underserved segment of these parents/care givers that cannot afford child safety seats without assistance.

Red Light Running/Stop Sign Violations

Drivers who fail to obey traffic signals and stop signs pose a dangerous threat to motorists traveling through intersections in the City. Education and enforcement of these traffic laws will potentially reduce this risk. In 2009 there were 167 citations issued for red light running and 192 citations for failure to stop at a stop sign.

Young Drivers

Teenagers come of age and acquire their driving permit and eventually full licensure. These teens must receive adequate information on the rules of the road, Missouri traffic and licensing laws, and the consequences of driving in an unsafe manner. The most serious traffic safety concerns affecting teens are inattention, underage drinking, and lack of safety belt use. With young drivers, this must be an ongoing educational effort that is coupled with enforcement.

Young Children

Children comingle with traffic as they ride bicycles, walk, or ride school buses. They must be taught proper traffic safety practices because they are so vulnerable. Parents concern for their children's safety includes their perceptions of the safety of walking to school. Parents will not encourage or even allow their children to walk if they perceive it being too dangerous. Neighborhood sidewalks are limited and often have gaps or obstacles that make it necessary to walk in the traffic lanes. Some progress has been made by the City to provide new sidewalks but more needs to be done.

Older Drivers

Older drivers are defined as those aged 65 and over. The US Census Bureau has indicated that this age group is the fastest growing segment of the population, and estimates that by the year 2020, the number of older drivers will have doubled. Cape Girardeau County experienced a 5.8 percent increase in the 65+ age group from 2000-2005 compared to the overall statewide increase of 3.8 percent.

As people age, certain health issues and physical changes occur that affect their driving ability. Hence, the growth in this population group has also corresponded with an increase in older driver involvement in fatal crashes. The challenge lies in assisting the aging population in their desire to be mobile and maintain their independence while still being safe drivers, not only for their own protection, but for the safety of other drivers and pedestrians as well. It is imperative to plan for this growth and educate these drivers now.

Community-wide Efforts

Many accomplishments have been made through the programs that are coordinated by the Cape Girardeau Safe Communities Program (CGSCP). Over the years, the CGSCP has served as the forerunner in initiating programs such as ThinkFirst, Young Traffic Offender Program, Safe Kids Coalition, Mothers Against Drunk Driving, Safe Routes To School and Older Driver Program. These programs are now self-sustaining, which is a testament to the overall success of the program.

The most effective method of reaching the general population is through a continuous bombardment of traffic safety messages and programs available at the local level. It is imperative that resources be coordinated in order to provide the much-needed educational and public awareness activities.

The routine office duties (answering the phone calls, handling paperwork for the Safe Communities Program, Cape Girardeau Police Department grants, Team Spirit Project and Child Passenger Safety Program, plus scheduling the child safety seat checks, Vince and Larry the Crash Car Dummies, handling of Buckle Bear, Older Driver Program events and working with Safe Routes To School Project) continue to place a great demand on the program. The Older Driver Program, through the Safe Communities Program, will continue to schedule CarFit Events May through October. The duties once performed by the coordinators has been alleviated by the Program Assistant position. The Cape Girardeau Safe Communities Program can continue to benefit from this addition. During the 2010/2011 grant year positions will be changed to one (1) Full-time Safe Communities Coordinator and one (1) Part-time Program Coordinator.

GOALS AND OBJECTIVES:

OCCUPANT PROTECTION

Goal #1: Increase the local seat belt usage rate of 77% by 2% by September 2011.

Strategies:

- a) Conduct two local safety belt observational surveys to assess the usage rate (at the beginning and end of the contract period at the same location);
- b) Support local programs to increase overall safety belt usage (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Promote and enhance the African-American Churches Call to Safety Program in the south quadrant of the city to increase usage among the minority population;
- d) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Larry, etc).

Goal #2: Increase and maintain seat belt use by high school students within the city and surrounding area.

Strategies:

- a) Support/conduct the statewide Battle of the Belt project at high schools in the MCRS Region 10;
- b) Participate in other statewide efforts to increase teen belt use (e.g., Restrain Yourself);
- c) Encourage local high schools to participate in Team Spirit Leadership Training and Reunion; support and maintain existing local teams;
- d) Provide support to local programs that promote safety belt use (ThinkFirst, ENCARE, etc);

Goal #3: Ensure that as many children as possible are properly restrained in correctly installed child safety seats/booster seats (In 2009, over 125 seats were checked)

Strategies:

- a) Conduct two Certified Child Passenger Safety Technician Training classes;
- b) Provide support to local programs that educate children and their parents/caregivers (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Provide child safety seats to the underserved population;

- d) Provide education and information on the importance of using child safety seats and the proper installation of such seats;
- e) Maintain local inspections stations within the community and surrounding area (physical locations at the Cape Girardeau Police Department, Southeast Missouri Hospital, and Jackson Fire Department);
- f) Coordinate efforts throughout MoDOT District 10 to maintain the 26 Child Passenger Safety inspection stations established over the past five years;
- g) Promote and conduct the Bootheel Spring Safety Fair w/Child Safety Seat Check-up to increase child restraint, seat belt and bike helmet usage in the Bootheel area;
- h) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Larry, etc).
- i) Serve as the MCRS Region 10 child safety seat program liaison to the MoDOT Highway Safety division.
- j) Serve on the National and State Child Passenger Safety Board.

REDLIGHT RUNNING/STOP SIGN VIOLATIONS

Goal #1 Educate the community on the serious consequences of red light running and stop sign violations.

Strategies:

- a) Educate the community on red light running hazards by obtaining media coverage for the program.
- b) Support news coverage of the program with targeted enforcement by community law enforcement agencies.
- c) Foster CGSC coalition red light running education efforts in conjunction with local law enforcement and medical community representatives, in businesses, schools, and community organizations.

YOUNG DRIVERS

Goal #1: Increase and maintain seat belt use by high school students within the City and surrounding area.

Goal #2: Provide educational and awareness programs along with materials on underage drinking and driving, speeding, and other risky driving behaviors to the high school students in the surrounding area.

Strategies:

- a) Encourage local high schools to participate in Team Spirit Leadership Training and Reunion; support and maintain existing local teams;
- b) Provide support to local programs that promote positive traffic safety behaviors (ThinkFirst, ENCARE, etc);
- c) Coordinate and/or provide support for junior high and high school educational programs (Docudramas, Every 15 Minutes, Fatal Vision Goggles);
- d) Provide resources and support for the Prevention and Community Education (PACE) Car and take the program into the schools as requested;
- e) Coordinate statewide Team Spirit Leadership Training;
- f) Endorse and promote the Young Traffic Offenders Program (YTOP) that is aimed at reducing crashes caused by young drivers.

YOUNG CHILDREN

Goal #1: Reach young children to formulate good traffic safety habits through a majority of the ten local elementary schools and local safety events

Strategies:

- a) Serve on the statewide Safe Routes To School Advisory Board and submit local grant application for City of Cape Girardeau/Cape Girardeau School District;
- b) Provide support to local programs that educate children and their parents/caregivers on traffic safety issues relating to young children such as bicycle safety, pedestrian safety, occupant protection, and school bus safety (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Provide education and information on the importance of using booster seats and maintain local inspection stations within the community and surrounding area (physical locations at the Cape Girardeau Police Department, Southeast Missouri Hospital, and Jackson Fire Department);
- d) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Child Passenger Safety inspection stations established over the past five years.
- e) Participate in, and provide support to the Safe Kids Coalition summer Boot Camp for Safety that focuses on occupant protection, pedestrian safety, railroad safety and bicycle safety.
- f) Provide bicycle safety programs, bicycle helmets, and educational materials for the Cape Family Resource Center's summer program in order to reach the low income high risk families;
- g) Serve as the MCRS Region 10 child passenger safety seat program liaison to the MoDOT Highway Safety division.
- h) Provide support to the Jackson Optimist' Safety City Program to reach young children who are bicycling and walking in the community;
- i) Provide bicycle helmets to families in need;
- j) Serve on the National Child Passenger Safety Board.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for

expenditures (i.e., personal services, equipment, materials)

2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

GOAL #1: Enhance Safe Communities Program Development

Objectives met -Community Partnerships

Partnerships have continued to develop with a number of community agencies listed below as well as maintained current partnerships. Progress continues to be made to educate and change poor driving habits to safe and positive behaviors on our roadways.

Lynn Ware, SC Coordinator and Rachel Penny, SC Program Coordinator serves on the following committees:

Cape Girardeau Safe Communities Program (continues to meet on a bi-monthly basis. Six (6) Advisory Board Meetings were held during the grant year.)

United Way Youth Substance Abuse Prevention Committee

Safe Routes to School State Advisory Board Member, Grant Coordinator

Older Driver Program Coordinator for the City of Cape Girardeau

Community Caring Council (AGING Committee), Committee member

Lincoln University Outreach, Partners to address Older Driver Program and Grandparents with Grandchildren

Cape Girardeau Family Resource Center, Advisory Committee addressing "seat belt & helmet usage"

Missouri Child Passenger Safety State Advisory Board, Southeast MoDOT Region Liaison (14 counties)

Cape Girardeau Area Safe Kids Coalition, Committee Member

Missouri Blue Print for Southeast Coalition for Roadway Safety, Committee Member

Notre Dame High School, Alcohol and Substance Abuse Committee

River Corridor Task Force, Committee member on Youth Coalition addressing "youth, alcohol & seat belts"

GOAL #2 Increase safety belt use to 78.5% by September 2011; increase bicycle safety and pedestrian safety awareness programs; increase traffic safety enforcement and educational projects through September of 2011

Objectives met -

Think First Program: Benton Elementary School and Oak Ridge Elementary School reaching 190 students; distributed 50 bike helmets to students. Presentations to Advance and Piedmont High School reaching 536 students.

Bicycle Helmets: Four (4) presentations and one hundred and fifty (150) helmets were given through the Safe Communities Program. Presentations were conducted at Ms. Martha's Pre-School, Cape Family Resource Center, their Summer Camp and House of Prayer Outreach Mission.

Child Passenger Safety:

CPS Checkup Events: Four checkup events were held resulting in 37 checked seats. CPS Check-up Events were held at Kohl's Department Store and West Park Mall.

CPS Courses: Two CPS Courses were scheduled. One course was held resulting in 15 certified participants. The second course scheduled for September 2011 was cancelled due to lack of participation. The course was rescheduled and held in October of 2011 resulting in 13 certified participants. Instructed 1 CPS course with Safety Council in Kansas City.

CPS District Liaison: Provide assistance in maintaining appropriate paperwork and requirements to 24 inspection stations throughout our Southeast MoDOT Region, help maintain technician certification through seat checks and resource for technicians in 14 counties, disseminate educational materials and information from National and State agencies, order and distribute child passenger safety seats for 24 inspection stations. There are 3 instructors and 87 certified child passenger safety technicians throughout the CPS District. Attended the Midwest Regional CPS Conference, Missouri CPS State Advisory Summit and LIFESAVERS Conference.

CPS Distribution: Cape Girardeau Safe Communities distributed 42 child passenger safety seats to parents and care givers. Ninety-seven car seats were provided to assist other agencies and 33 additional seats were checked for proper installation. Provided seats for the DARE Officer, Cape Girardeau Police Department Officers for domestic calls, Foster Parents and Mo Department of Family Services.

Observational surveys: Two surveys were conducted with the following results;

- September 2011 safety belt usage rate of 78.5%
- October 2011 safety belt usage rate of 78.5%

Presentations: Graduated Driver Licensing, Distractions/Texting and Seatbelt Safety at Cape Central Alternative School reaching 250 junior and high school students.

Vince & Larry, Fatal Vision Goggles & Buckle Bear: Participated in events at Southeast Missouri University, Special Olympics, Osage Center, Southeast Missouri Hospital, Wal-Mart and Sears, School events and Health Fairs.

ENCARE Program:

Six convertible car seats, 163 bike helmets and 1 ATV helmet were given through Southeast Missouri Emergency Room.

The Choices program was presented to over 500 high school students.

Safe Kids Coalition: Continues to provide child safety seats to new parents who are in need of assistance and assists with CPS installation for the public through their Inspection Station at Southeast Missouri Hospital. There is one certified CPS Instructor on staff and all OB and Pediatric technicians at Southeast Hospital maintain their CPS technician certifications.

Safe Kids: Distributed/Checked 202 child safety seats over a 13 county area. Inspections were performed for 300 caregivers/parents.

The following additional participants were reached through various presentations:

Child Passenger Safety - 19

Bicycle Safety - 170

School Bus Safety/Pedestrian - 500

Seat Belt/Booster Safety - 218

Safety Fairs - 7

Playground Safety - 4

Poison Safety - 7

Summer Safety - 695

Fire Safety - 5

Home Safety - 3

Traffic Offenders Program: Thirteen programs were held at Saint Francis Medical Center reaching approximately 128 offenders.

Safety City: The Jackson Noon Optimist conducted 4 Saturday safety trainings at Safety City located in the Jackson City Park. Each training included bicycle and pedestrian safety instruction by a police officer and optimist volunteers. Participants received a bicycle helmet and additional safety materials. Approximately 200 children were served through this project.

Missouri Blueprint Coalition: Safe Communities Coordinator participates as an active member of the Southeast Coalition for Roadway Safety, Activities include: Education Committee planning and implementation, CPS certification & check up events and child safety seat distribution, Battle of the Belt support, and a shared booth at the Southeast Missouri District Fair. There was also participation in Southeast Missouri District Fair Parade.

Older Driver Program: The Safe Communities Program serves as the lead and coordinating agency for the Cape Girardeau Older Driver Program. A partnership was formed with the Cape Senior Center, Senior Lunch & Learn, Lincoln University Extension and Missouri Bootheel Regional Consortium to address senior drivers.

Safe Routes to School: The Safe Communities Program Coordinator serves on the Safe Routes to Schools State Advisory

Board. Meetings are held periodically as needed. Locally future infrastructure projects have been discussed and put on hold due to questionable Federal Funding availability. Non-Infrastructure projects continue and new programs have been initiated.

The Cape Girardeau Police Department, in conjunction with the Cape Girardeau School District, implemented the Walking School Bus Program for Alma Schrader, Clippard Elementary School and pending Franklin Elementary in spring 2012. Walking School Bus was conducted during the Fall and Spring semesters with approximately 87 students participating each semester. In addition, 10 Southeast Missouri State University students volunteer and rotate weekly to assist with the walk to school. For National Walking School Bus Day 72 students and 22 adults walked in the event.

GOAL # 3: To reduce alcohol-related crashes by 2% by September 30, 2011, through public information & education, and conducting enhanced selective enforcement (with additional emphasis on speed and aggressive driving) to reduce crashes caused by hazardous moving violations

Objectives met -

Alcohol Server Trainings are held quarterly for all licensed liquor establishments in the City of the Cape Girardeau. The training is provided through the Safe Communities Program, Cape Girardeau Police Department and the Missouri Division of Alcohol and Tobacco Control. A total of 167 servers attend the four sessions.

HMV Enforcement activities were conducted through the Cape Girardeau & Jackson Police Departments and the Cape County Sheriff's Department primarily through the months of June through September.

Two Sobriety Checkpoints were held resulting in:

- 555 Vehicle Stops
- 20 Field Sobriety Tests
- 8 DWI Arrests
- 57 Other traffic related citations
- 5 Drug-Related Arrests

DWI Overtime Enforcement Project was held each weekend throughout the grant year resulting in:

- 340.5 Hours Worked
- 358 Vehicle Stops
- 49 Field Sobriety Tests
- 37 DWI Arrest
- 34 Other Traffic Citations

FUNDING:

402 / 20.600: 73,925.24

HS CONTACT:

Carrie Wolken
P.O. Box 270
1320 Creek Trail Drive
Jefferson City, MO 65102
1-800-800-2358

PROJECT TITLE:

Motorcycle Testing Standards Training

PROJECT NUMBER:

11-K6-12-002

PROGRAM AREA:

12

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

MO State Highway Patrol

AGENCY CONTACT:

Lt. Richard G. Fredendall

PROJECT DESCRIPTION:

Funding is requested to pay for the lease of a motorcycle and motortricycle and to cover lodging and meal expenses for driver examiner trainers. The driver examiners trainers will provide training to all Missouri State Highway Patrol Driver Examiners.

Once implemented, Driver Examiners will conduct tests using the new motorcycle testing standards. The Highway Patrol will sustain the costs of future training.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol has been responsible for giving driver examinations since 1955. In the early to mid-1980s the Patrol adopted a revised version of the "Alternate MOST" course approved by the Motorcycle Safety Foundation (MSF). The MSF helped train personnel and implement the standards currently in use. The Missouri State Highway Patrol receives authority to conduct testing through the Missouri Department of Revenue (DOR) as stated in RSMo 302.173. The Driver Examination Division of the Patrol works in conjunction with DOR to establish the most current testing standards.

The motorcycle testing standards used by the driver examiners in Missouri have been in use since about 1980. Due to the configuration of motorcycles being heavier, longer and wider and the newest trend of three wheel tricycles, the current testing standards need to be upgraded. The Motorcycle Safety Foundation is currently in the process of training Missouri examiners.

GOALS AND OBJECTIVES:**Goal**

To promote safe driving behavior of motorcycle riders in Missouri to reduce the incidence of fatal and severe injury crashes involving motorcycles.

Objective

Train 224 driver examiners in nine troops during the grant period in the newest scoring standards that are current with trends in motorcycle and motortricycle configurations.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)

- Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)

- Other (any other information or material that supports the Objectives)

6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri State Highway Patrol utilized MoDOT Highway Safety funds to establish and implement new motorcycle testing standards. The Motorcycle Safety Foundation allowed the original course to be modified to allow testing on a 24 inch wide course as opposed to the typical 30 inch course. The Motorcycle Safety Foundation has since received inquiries from other states requesting the use of Missouri's modified course for their new standards.

Two trainers traveled throughout Missouri to train driver examiners in the new motorcycle testing standards. There were 21 training dates conducted between May 9, 2011 to August 23, 2011. Every driver examiner in Missouri (222 in all) received the training.

Funds were used to lease a two wheeled and three wheeled motorcycle for training purposes. These funds were also used to mark the motorcycle training/testing locations.

FUNDING:

\$10,020.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Highway-Rail Safety

PROJECT NUMBER:

11-RH-02-1

PROGRAM AREA:

02

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Operation Lifesaver

AGENCY CONTACT:

Director Rick Mooney

PROJECT DESCRIPTION:

Operation Lifesaver will conduct safety presentations across Missouri. Eleven counties that have been identified as having the most highway-rail collisions for the past four years will be targeted. Presentations will be focused in those particular counties. Safety materials and supplies to supplement the education will be provided to the recipients. Rail Safety Week will be held in April to publicize the program.

One or two of the targeted counties will be selected for a safety blitz during the year. Educational presentations and enforcement saturation will be conducted to encourage motorists to drive safely as they approach rail crossings and to keep away from the tracks.

PROBLEM IDENTIFICATION:

Operation Lifesaver and MoDOT, along with the Highway Patrol, have partnered to promote rail safety in Missouri. With Missouri having the second and third largest hubs for rail traffic in the nation, the number of trains traveling through Missouri reaches record numbers. Missouri continues to see too many highway-rail fatalities and an alarming number of trespass fatalities. Six people were killed at highway-rail crossings in 2009 in 32 highway-rail grade crossing collisions and an additional 16 people were seriously injured. Another 12 people were killed and seven injured while walking on or along the railroad tracks in 2009. Educational and enforcement opportunities are critical to reversing these numbers.

The Missouri Department of Transportation Railroad Section, Operation Lifesaver, Missouri State Highway Patrol and many Missouri railroad companies have teamed up to reduce the number of highway-rail collisions and trespass incidents. MoDOT and Operation Lifesaver continue to be the lead partners, and work toward reducing grade crossing collisions through emphasis on the three E's:

- * Education
- * Enforcement
- * Engineering

GOALS AND OBJECTIVES:

The following items are identified as critical elements to the success of outreach efforts:

- * Increase educational outreach in target/problem counties in which grade crossings collisions occur.
- * Reduce trespassers on railroad property through educational and enforcement programs.
- * Educate motor vehicles operators on hazards of driving around lights and gates in the down position.
- * Identify ways of reaching driver education programs to emphasize rail safety within their programs.
- * Alert law enforcement groups to motorists driving around gates or "near misses" to help enforce local/state laws.
- * Increase safety presentations to professional truck drivers to try to reduce the number of collisions between trucks and trains.
- * Work with the existing Blueprint for Highway Safety Coalitions to combine rail safety efforts with existing highway safety

initiatives.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

In 2011 crashes in Missouri were on the rise for the second year in a row. The numbers through mid-September show 30 crashes with 7 fatalities and 9 injuries. In 2009 there were 32 crashes, 6 fatalities and 16 injuries. In 2010 there were 41 crashes, 8 fatalities and 41 injuries. Trespassing incidents are down slightly, but fatalities are near last year's already in September. Through the month of September there were 12 incidents, 8 fatalities and 3 injuries. In 2009 there were 17 incidents, 12 fatalities and 7 injuries. In 2010 there were 20 incidents with 9 fatalities and 14 injuries. The action plan continues to be implemented as set forth by the Board of Directors for Missouri Operation Lifesaver. A total of \$7,206.55 was expended of the \$10,000 grant. The breakdown by project is as follows:

Educational Material for Presentations (\$5,000) - Items used by certified Operation Lifesaver (OL) presenters were purchased and distributed to the varying audiences during and after presentations. To date there was 650 presentations given during the year to over 19,000 people. Items purchased and distributed were three types of safety brochures, key tags, visuals, carrying cases & easels for the new presenters, and presenter guides to train new presenters.

Safety Blitz (\$2,206.55) - Jackson County appears to be the most vulnerable for incidents and fatalities. OL presenters were able to provide education to 6 area classrooms. Four presentations were offered to school bus drivers and a couple of trucking companies. Presenters worked at Weigh Scales on Highway 71 at Harrisonville and provided promotional flyers to all drivers stopping and challenged them to visit the national website and attempt the e-learning program for professional truck drivers. This on-line safety training allows truck drivers to try to maneuver their trucks safely across different types of crossings without imposing a danger to themselves or their cargo.

FUNDING:

402 / 20.600: 10,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Young Driver Program

PROJECT NUMBER:

11-CP-09-2

PROGRAM AREA:

09

JURISDICTION SIZE:

5,700,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Youth

AGENCY NAME:

Traffic and Highway Safety Division

AGENCY CONTACT:

Mrs. Carrie Wolken

PROJECT DESCRIPTION:

The Traffic and Highway Safety Division will provide incentives to compliment community/school-based traffic safety activities. In addition, this project will support traffic safety speakers or presentations at conferences, community events or school activities throughout Missouri.

The Traffic and Highway Safety Division will implement new young driver safety programs across the state. The programs will include all safe driving aspects, including but not limited to, impaired driving, distracted driving and safety belt use.

The Traffic and Highway Safety Division will continue to support the Missouri School Resource Officers by providing funding support for their annual conference. The Division will also provide a speaker for the conference to address young drivers.

PROBLEM IDENTIFICATION:

A young driver's inexperience, combined with extreme risk taking behavior, can have tragic consequences. Young drivers are substantially over-involved in traffic crashes. Most of these crashes are both predictable and preventable and should not be accepted by society. Behaviors more frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, driver inattention, speeding and driving under the influence of alcohol or drugs.

Following are some Missouri traffic crash statistics for young drivers (HS Tracker February 2010):

Percent of safety belt use among teens:

2007: 61%

2008: 62%

2009: 61%

Number of fatalities and disabling injuries for teens 14 through 18 years old (includes drivers, passengers, pedestrians, bicyclists, etc):

2007: 95 fatalities, 1061 disabling injuries

2008: 94 fatalities, 916 disabling injuries

2009: 71 fatalities, 808 disabling injuries

Number of fatalities and disabling injuries for persons 19 through 25 years old (includes drivers, passengers, pedestrians, bicyclists, etc):

2007: 170 fatalities, 1498 disabling injuries

2008: 169 fatalities, 1374 disabling injuries

2009: 148 fatalities, 1220 disabling injuries

Number of impaired driver-related fatalities and disabling injuries involving a drinking driver under 21 years old:

2007: 31 fatalities, 199 disabling injuries

2008: 39 fatalities, 182 disabling injuries

2009: 33 fatalities, 121 disabling injuries

GOALS AND OBJECTIVES:

Goal: To provide presentations and compliment community/school-based traffic safety activities.

Objective: The Traffic and Highway Safety Division will provide incentives to compliment traffic safety programs provided by Traffic and Highway Safety Division to community or school based programs. The project will support traffic safety speakers or presentations at conferences, community events or school activities throughout Missouri.

Goal: Initiate new young driver safety programs across Missouri.

Objective: The Traffic and Highway Safety Division will create and initiate new young driver programs across the State of Missouri. These programs will require help from the Regional Blueprint Coalitions and partners. The Traffic and Highway Safety Division may be responsible for funding the location of the programs, speakers' fees, meals and incentive items for participants. The program may consist of additional Team Spirit activities or new programs developed for Missouri.

Goal: Sponsor the Missouri School Resource Officers (MSRO) Conference.

Objective: The Traffic and Highway Safety Division will provide funding to the MSRO's in support of their annual conference. This conference incorporates Highway Safety's messages targeting teen drivers. The Traffic and Highway Safety Division will also supply a presentation for the conference.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity
(due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Goal: To provide presentations and compliment community/school-based traffic safety activities.

Results: Presentations were conducted at the Jefferson City High School, Thomas Jefferson Middle School and Camdenton High School. Exhibits were conducted at Rockbridge High School, the Future Farmers of America Conference, State Capitol and Jefferson City High School. Funding was used to provide incentive items focused on teens or young adults as a reminder to drive safe and wear seat belts.

Goal: Initiate new young driver safety programs across Missouri.

Results: No new programs were created during the contract period, however, Team Spirit was expanded to include one-day conferences. Two one-day conferences were conducted during the grant period; the first in Salem and the second in Springfield.

Goal: Sponsor the Missouri School Resource Officers (MSRO) Conference.

Results: The Missouri School Resource Officers Conference was again held at the Lake of the Ozarks in June. A

representative from the Traffic and Highway Safety Office presented during a breakfast session informing the participants of the programs the Traffic and Highway Safety Office and the regional MoDOT offices and partners provide.

FUNDING:

402 / 20.600: 17,960.48

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Team Spirit Leadership Training

PROJECT NUMBER:

11-CP-09-1

PROGRAM AREA:

09

JURISDICTION SIZE:

35,596

TYPE OF JURISDICTION:

Rural

TARGETED POPULATION:

Youth

AGENCY NAME:

Cape Girardeau Safe Communities

AGENCY CONTACT:

Ms. Sharee Galnore

PROJECT DESCRIPTION:

Team Spirit was developed and demonstrated by the Pacific Institute for Research and Evaluation under a cooperative agreement with the National Highway Traffic Safety Administration and the Office of Juvenile Justice and Delinquency Prevention.

Team Spirit is a carefully developed three-day summer training program for students and their advisors. This model is designed to develop natural leadership skills, explore knowledge, attitudes and behavior related to underage drinking, drinking and driving, driver inattention, speeding and lack of safety belt use, and to promote prevention and alternative activities. The program has the potential to have a positive effect not only on the participants, but also on their schools and communities.

The teams attending the training develop an action plan to implement upon returning to their school. Action planning includes the identification of specific traffic safety-related problems, setting goals and objectives to address those problems, and a time and task chart which outlines how the team members will actually meet their goals and objectives by implementing selected projects.

A Team Spirit staff member facilitates each school team through the action planning process. A mandatory staff training is held one (1) month prior to the conference. This training provides the staff with the opportunity to review the action planning process, conference agendas, and team assignments, as well as volunteering for various conference tasks.

Two training conferences are held each summer, one in southeast and one in central Missouri. These trainings are made available to all Missouri school districts. Each training is limited to no more than twelve (12) teams with ten (10) students and two (2) advisors per team. Letters, brochures and pre-conference registration materials are sent to school superintendents, principals, counselors and special group advisors. Follow-up phone calls and pre-site visits are made to offer additional information, answer questions, and to motivate and encourage teams to attend.

Additional one-day Team Spirit trainings will be held throughout Missouri during the 2010/2011 school year. These workshops will be done in conjunction with the MoDOT district offices and will be made available to the high schools within each designated district. A team of 10 to 12 students will be recruited from each school to attend. Traffic Safety workshops will be presented and each team will complete an action plan to be implemented in their schools.

By adding the one-day trainings, we now have the potential to reach more than 70 high schools during the 2010-2011 school year.

In addition, a Team Spirit Reunion is held once per year in Jefferson City. This one and one half day training is offered to all trained Team Spirit teams. This training serves as a re-motivator and energizer to teams and encourages them to continue action planning to address traffic safety concerns at their schools.

PROBLEM IDENTIFICATION:

Problem ID

A young driver's inexperience, combined with extreme risk taking behavior, has tragic consequences:

- Young drivers (under 21) are overrepresented in traffic crashes in proportion to the number of licensed drivers. Young drivers comprise 10 percent of the licensed drivers and are involved in 30 percent of the traffic crashes.
- In 2007 a total of 185 people were killed and 17,247 people were injured in Missouri traffic crashes involving young drivers.
- A 2008 state-wide survey among high school students revealed a safety belt usage rate of only 60%. The overall state-wide safety belt usage rate is 77%.
- One person is killed or injured every 30 minutes in a traffic crash involving a young driver.

GOALS AND OBJECTIVES:

To reduce the number and severity of traffic crashes involving young drivers. This will be accomplished by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities addressing those at greatest risk in their schools and communities.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

GOAL: To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities.

Twenty high school teams participated in the 2010 Team Spirit Leadership Program and completed Action Plans for their schools. These Action Plans will be implemented during the 2010/2011 school year.

Following is a list of schools that participated in the trainings:

Cape Girardeau
Drury Lodge
July 24th - 26th, 2010

Advance High School-Advance, MO (Stoddard Co.)
Chaffee High School-Chaffee, MO (Scott Co.)
Eminence High School-Eminence, MO (Shannon Co.)
Farmington High School-Farmington, MO (St. Francois Co.)
Lesterville High School-Lesterville, MO (Reynolds Co.)
Linderbergh High School-St. Louis, MO (St. Louis Co.)
Malden high School-Malden, MO (Dunklin Co.)

Oran High School-Oran, MO (Scott Co.)
St. Vincent's High School-Perryville, MO (Perry Co.)

Stoney Creek Inn
Columbia, MO
July 28h - 30th

Penny High School, Hamilton, MO (Caldwell Co.)
Ash Grove High School-Ash Grove, MO (Greene Co.)
Lexington High School-Lexington, MO (Layfayette Co.)
Cabool High School-Cabool, MO (Texas Co.)
St. Elizabeth High School-St. Elizabeth MO (Miller Co.)
Belton High School-Belton, MO (Cass Co.)
Lutie High School-Lutie, MO (Ozark Co.)
Herculaneum High School-Herculaneum, MO (Jefferson Co.)
River View Gardens High School-River View Gardens, MO (St. Louis Co.)

Objectives met:

The objectives for increasing the participant's knowledge of traffic crashes and the law, choices and consequences, learning the Action Plan Process, learning strategies for prevention and intervention, leadership, social and organizational skills, was met through the following workshops and daily team time for developing action plans.

Team Spirit participants attended ten workshops or presentations during the conference addressing:

- Keynote Address - Dr. Tim Crowley
- The "Convincer" - MSHP
- Team Building - TSgt. Jason Henke, MO National Guard
- P.A.C.E. Car - Fatal Vision/DWI
- Learning your "True Colors" - Bob Parr & Kate Schnurr
- MSM with Dance and Drums - Bob Parr
- Teen Tragedy - Pam Holt
- Mock DWI Docu Drama Presentation with Speaker Ashton May
- Team Building - "Whale of a Good Time" - Bob Parr
- Action Plan Process
- Think First Presentation - Penny Lorenz
- Advisors Workshop - Dr. Tim Crowley

Team Spirit Reunion
March 7 & 8, 2011
Capitol Plaza Hotel
Jefferson City, MO

Ten high schools attended the Team Spirit Reunion this year.

Blair Oaks High School
Camdenton High School
Marion Co. R-II High School
Naylor R-II High School
Sarcoxie High School
Scott City R-I High School
Sheldon High School
South Pemiscot High School
St. Mary's High School
Twin Rivers High School

MoDOT District 9
One Day Regional Team Spirit Workshop
Salem, Missouri
October, 2010

Schools participating:
Steelville High School
Salem High School
Newburg High School

Waynesville High School
Alton High School
Sullivan High School
Crocker High School
West Plains High School
Naylor RII High School
Southern R2 High School
Richland R V High School
Willow Springs High School

MoDot District 8
One Day Regional Team Spirit Workshop
Springfield, Missouri
December, 2010

Schools participating:
Clever High School
Branson High School
Parkview High School
Glendale High School
Lebanon High School
Fair Play High School
Billings High School
Strafford High School
Ash Grove High School
Reeds Spring High School

FUNDING:

402 / 20.600: 175,685.44

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

ThinkFirst Missouri

PROJECT NUMBER:

11-CP-09-3

PROGRAM AREA:

09

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Director Michelle Gibler

PROJECT DESCRIPTION:**BACKGROUND**

Since 1980, ThinkFirst Missouri has been providing award-winning traffic safety education to Missouri schools, work sites, and community organizations. The mission of the program is trauma prevention through education. Each year, approximately 125 presentations reaching over 20,000 Missourians are delivered by ThinkFirst.

The primary goal of the University of Missouri-Columbia School of Medicine-based program is to reduce the number and severity of traffic crashes involving young drivers, young passengers, and adult drivers by increasing awareness of traffic-related traumatic brain and spinal cord injuries and providing information on ways to prevent these injuries from occurring.

PRESENTATION ELEMENTS

ThinkFirst presentations are delivered in Missouri schools and at worksite and community settings. Each program is tailored to accommodate the educational needs of a variety of audience types and sizes.

The presentation begins with a factual discussion and PowerPoint presentation about traumatic injury, especially brain and spinal cord injuries, the consequences of injury, and the behaviors most likely to cause traumatic injury. Next, the presentation features the honest and open testimony of a ThinkFirst Voices for Injury Prevention (VIP) speaker(s). ThinkFirst VIPs are people who have survived a traumatic brain or spinal cord injury, usually related to a traffic crash. These speakers describe their injuries, the causes of their injuries, why young people are so vulnerable, and ways to stay safe. Through these firsthand testimonies, audiences learn about the consequences of motor vehicle crashes and that injuries can happen to anyone. They also learn that simple measures like wearing a safety belt can make the difference between life and death, or living with paralysis or brain injury. VIP speakers are carefully selected for their ability to identify with audiences and serve as outstanding peer educators for traffic safety. ThinkFirst efficacy studies consistently demonstrate that students respond most favorably to the VIP speaker featured during each ThinkFirst presentation.

TRAFFIC SAFETY TOPICS:

ThinkFirst presentations conducted at schools and worksites and in community settings emphasize the following traffic safety topics:

- Safety belt use
- Safe driving behavior
- Safe passenger behavior
- Not speeding
- Not driving while distracted
- Not driving while using a digital device
- Not driving aggressively
- Not driving drowsy
- Helmet use
- Bicycle safety

ADDITIONAL THINKFIRST PREVENTION SERVICES/ROLES:

In addition to conducting traffic safety presentations statewide, ThinkFirst Missouri serves the state in the following ways:

Traffic Offenders Program
Social Media Campaign
Active Missouri Coalition for Roadway Safety Partner
State Chapter
National Training Center
Public Policy Support
Multi-agency Collaboration

A complete description of the ThinkFirst Missouri chapter and its related programs can be found at www.thinkfirst.missouri.edu.

PROBLEM IDENTIFICATION:

CRASH STATISTICS:

According to the Missouri State Highway Patrol (MSHP) Statistical Analysis Center (SAC), Missouri experienced 155,849 crashes and 960 traffic fatalities in 2008. These fatalities were accompanied by 55,149 traffic injuries and an estimated economic loss of \$3,182,874,600.

Further analysis of statewide traffic fatalities indicates a steady decline in traffic fatalities since 2005:

2005	1,257
2006	1,096
2007	992
2008	960
2009	878

The continuation of this promising downward trend is already apparent in 2010 crash data. As of April 20, 2010, the statewide total traffic fatality count was 187—a full 19% fewer traffic fatalities than the same time last year.

The traffic fatality goal set forth by the Missouri Coalition for Roadway Safety (MCRS) is 850 or fewer motor vehicle fatalities by 2012. By all indications, this goal will be attainable through the sustained and focused efforts of the MCRS partners across the state.

CONTRIBUTING CIRCUMSTANCES:

YOUNG DRIVERS-

Motor vehicle crashes are the leading cause of death for 15 to 20-year-olds. According to the National Highway Traffic Safety Administration (NHTSA) National Center for Statistics and Analysis, 2,739 15 to 20-year-old drivers were killed and an additional 228,000 were injured in motor vehicle crashes in 2008 (2008 Traffic Safety Facts, DOT HS 811 169). Although this age group represented 9 percent of the US population in 2007 and 6 percent of the licensed drivers, 19 percent of the traffic fatalities in 2007 were related to young driver crashes.

The State of Missouri reports a similar experience with young drivers. In Missouri, the most overrepresented age group in fatal traffic crashes in 2008 was 16-20 year olds (MSHP SAC, Missouri Traffic Crashes 2009 Edition). Of all 2008 traffic crashes, 26.8% involved one or more drivers under the age of 21. Of all fatal crashes, 19.0% involved a young driver. A total of 198 persons were killed and 15,501 were injured in traffic crashes involving young drivers. In 2008, one person was killed or injured in a young driver involved traffic crash every 33.5 minutes in the State of Missouri (MSHP SAC Traffic Safety Compendium, 2009). In addition, young drivers (under 21) comprise 10 percent of the licensed drivers in Missouri but are involved in 30 percent of the traffic crashes (www.modot.org/safety/YoungDrivingFacts.htm).

There is promising news, however. Since 2002, there has been a general decrease in fatalities involving young drivers in the US—from 9,251 fatalities in 2002 to 7,650 fatalities in 2007.

SPEED AND ALCOHOL-

Speed and alcohol were the lead probable contributing circumstances in fatal crashes in Missouri in 2008 (MSHP SAC, Missouri Traffic Crashes 2009 Edition). Of all 2008 Missouri traffic crashes, 19.3 percent were speed related. Of all fatal crashes, 44.2 percent were speed related. A total of 426 persons were killed and 13,239 were injured in this type of crash. In

2008, one person was killed or injured every 38.5 minutes in speed related traffic crashes in the state (MSHP SAC Traffic Safety Compendium, 2009).

In terms of alcohol involvement, of all 2008 Missouri traffic crashes, 4.9 percent involved a person drinking; however, of all fatal crashes, 28.6 percent included a person drinking. A total of 262 persons were killed and 4,511 were injured in these crashes. In 2008, one person was killed or injured in a drinking-involved crash every 1.8 hours in the state (MSHP SAC Traffic Safety Compendium, 2009).

SAFETY BELT USE-

In 2008, 7 out of 10 Missourians killed in traffic crashes were not wearing a seat belt. Ninety-seven percent of the occupants in those crashes that were not killed or injured were wearing a seat belt at the time of the crash. In addition, a driver in a Missouri traffic crash in 2008 had a 1 in 3 chance of being injured if they were not wearing a seat belt; however, if they were wearing a seat belt, their chances of being injured in the crash were lowered to 1 in 8. In terms of fatalities, a driver in a Missouri traffic crash had a 1 in 29 chance of being killed if they were not wearing a seat belt, but only a 1 in 1,322 chance of being killed if they were wearing a seat belt (www.savemolives.com/programs/safetybelt.htm).

Nationally, seat belts saved an estimated 15,147 lives in 2007. It is estimated that an additional 5,024 lives could have been saved had seat belts been worn at the time of the crash (www.savemolives.com/programs/safetybelt.htm).

Currently, the seat belt usage rate in Missouri is 77 percent, considerably lower than the national rate of 84 percent. Unfortunately, this rate has remained basically unchanged for several years, averaging around 76 percent since 2004 (Depue, 2010). Even more alarming is the especially low seat belt usage rate among Missouri teens, 61 percent in 2009 (www.savemolives.com/programs/SafetyBeltStats.htm).

TRAUMATIC BRAIN AND SPINAL CORD INJURIES-

Motor vehicle crashes account for 50% of all Traumatic Brain Injuries (TBI) and 44% of all Spinal Cord Injuries (SCI) (Centers for Disease Control and Prevention [CDC], 2003; National Spinal Cord Injury Association, 2004). Consequences of TBI are severe and life-altering, including problems with memory, concentration, mood, judgment, seizures, coordination, vision, speech and emotion. Similarly, consequences of SCI are severe, including loss of mobility, sensation, bowel and bladder control, and sexual function (CDC, 2003). Survivors of both types of traumatic neurological injuries require extensive, on-going rehabilitation. Researchers from the renowned Craig Hospital in Colorado showed that the proportion of those with TBI on Medicaid doubles during the year following injury, and 25.4% of those with SCI become Medicaid patients within five years of the injury. The tragic consequences of motor vehicle-related injuries have far-reaching, long-lasting implications on numerous levels--impacting the individual, families, and communities across the state.

CONCLUSION AND RECOMMENDATIONS-

The steady reduction in motor vehicle injuries and fatalities has been the result of research and program activities combined with enactment and enforcement of traffic safety laws, changes in vehicle and highway design, public education, and changes in driver and passenger behavior (Finkelstein, et al., 2006). Research and demonstration projects funded by NHTSA suggest that combining multiple prevention approaches (including legislation, public information and education, and enforcement) provides the best strategy for influencing behavior. Additionally, NHTSA suggests that community programs that combine education, peer-to-peer persuasion, publicized enforcement, and parental monitoring have the most immediate and greatest potential for increasing teen safety belt use (NHTSA, Traffic Safety Facts, Traffic Tech, Number 308, November, 2005).

GOALS AND OBJECTIVES:

PROJECT GOALS

- 1.To increase knowledge and awareness of the risks related to unsafe driving practices among young people, those most at risk for traffic-related injuries and deaths.
- 2.To increase knowledge and awareness of the risks related to unsafe driving practices among adults and parents at the worksite and in community settings.
- 3.To expand the capacity of the ThinkFirst Greater Kansas City chapter and provide program support to all ThinkFirst chapters in Missouri.
- 4.To promote the mission and programs of ThinkFirst statewide by creating and providing exceptional public information and education campaigns.

PROJECT OBJECTIVES

1. Deliver eighty-five (85) ThinkFirst presentations statewide by September 30, 2011.

Eighty-five (85) traffic safety presentations featuring at least one (1) ThinkFirst Voices for Injury Prevention (VIP) speaker will be delivered statewide. Presentations will be made available in a variety of formats to accommodate the needs and size of the audience. Thousands of Missourians in school, work, and community settings will receive traffic safety education and become better prepared and motivated to drive safely and responsibly.

Primary coordination of the presentations will be conducted by the Assistant Director, with additional support provided by the Administrative Associate and Director. Presentations are expected to reach over 15,000 Missourians during FY 2010-2011.

2. Deliver fifty (50) ThinkFirst presentations via the ThinkFirst Greater Kansas City chapter by September 30, 2011.

Funds are being requested by ThinkFirst Missouri to provide program support to the ThinkFirst Greater Kansas City chapter. This essential support will enable the Kansas City-based chapter to provide traffic safety education to approximately 30,000 young drivers and passengers.

ThinkFirst Greater Kansas City, a program of The Research Foundation, has provided traffic safety presentations to students in grades K-12 since 1987. This chapter provides outstanding traffic safety presentations and is widely known throughout the Kansas City region. Program quality and number of students served earned ThinkFirst Greater Kansas City the ThinkFirst National Injury Prevention Foundation "2008 Chapter of the Year" award.

The Greater Kansas City chapter will be required to enter into a formal sub-contract agreement with the University of Missouri-Columbia and submit program activity and expense reports at least quarterly. As a sub-contractor to ThinkFirst Missouri, ThinkFirst Greater Kansas City will plan and implement fifty (50) traffic safety presentations in the Greater Kansas City area during FY 2010-2011. Funds awarded via this contract will be used to support the planning and implementation of fifty (50) traffic safety presentations, purchase program supplies, teaching models and incentive items, and expenses for travel to one national conference.

The Director of ThinkFirst Missouri will provide oversight to this project and perform one (1) site visit during the contract year to ensure program quality and compliance. The Administrative Associate of ThinkFirst Missouri will provide administrative oversight with attention to budget and fiscal compliance, reporting, and details related to establishing a sub-contract.

3. Participate in at least two (2) professional development training workshops and/or conferences by September 30, 2011.

Funds are being requested to attend two (2) state and/or national professional development/ training workshops and/or conferences during FY 2010-2011. Conference travel may include the following: 2011 Lifesavers Conference on Highway Safety Priorities, ThinkFirst National Injury Prevention Foundation National Conference on Injury Prevention, Governors Highway Safety Association (GHSA) Conference, or the National Organization for Youth Safety (NOYS) Conference.

Attending national traffic-related conferences provides timely information about current trends in traffic safety, as well as, important skill-building and networking opportunities for attendees.

4. Deliver presentations, attend, and/or exhibit at statewide conferences to promote the mission and programs of ThinkFirst chapters statewide and network with leaders and members of related agencies and organizations by September 30, 2011.

Regular exposure at state-level conferences is an important way ThinkFirst maintains its essential network of partners and explores opportunities for future partnerships and program expansion. ThinkFirst staff regularly delivers traffic safety presentations, attends, and/or exhibits at several Missouri-based conferences. In-state conference travel in FY 2010-2011 may include conferences and workshops hosted by the Missouri Coalition for Roadway Safety, Missouri Coordinated School Health Coalition, Missouri Association of School Nurses, Missouri Association of School Counselors, and the Missouri Public Health Association.

5. Expand the ThinkFirst Social Media Campaign for teens to include an enhanced Facebook fan page.

Background—Today's iGeneration students live in an accelerated society and media saturated world. Expanding technology and social networking are the norm for these super-communicating, multi-tasking teens (Nielsen Company, 2009). Not only do millennials (born between 1980-2000) fully embrace new technology, they expect it—and they expect it to be hands on, interactive, collaborative and fun (Ware, Craft & Kerschenbaum, 2007). Social networks, in particular, are playing an increasingly important role in media innovation with half the teens in the US using Facebook and 37% accessing the Web using their phones (Nielsen Company, 2009).

With support from MoDOT's Highway Safety Division in 2009, ThinkFirst expanded its traditional media approach to include new strategies of social media. The goal of the ThinkFirst Social Media Campaign is to reinforce the safety messages presented during the assembly by fostering meaningful connections and increasing the engagement of teens through their

preferred digital platforms.

New media specialists from Pure Marketing and Media of Columbia, MO, led the initial development and implementation of the ThinkFirst Social Media Campaign. Pure utilized models of strategic journalism and unconventional communication methods to derive strategic concepts for the campaign. The 2009 campaign combined the best feature of the ThinkFirst presentation (powerful personal story of a VIP survivor) with the virtual mediums popular with teens, Facebook and SMS text messaging. The content, theme, personality and voice of the campaign were carefully designed to leverage the powerful influence of the VIP speakers. The ThinkFirst Social Media Campaign quickly evolved into a popular campaign with high relevance to the target audience. It is now considered the most important reinforcement initiative conducted by ThinkFirst.

During FY 2010-2011, ThinkFirst will take full advantage of its successful Social Media Campaign for teens by continuing to develop and introduce new digital media strategies into the campaign. The goal of the initiative is to provide a comprehensive digital intervention with sustained, high-visibility and high participation elements dedicated solely to the teen user. ThinkFirst will once again partner with Pure Marketing and Media to provide the strategic, creative, and technological services needed to develop, implement and sustain the enhanced digital media campaign. User participation will be tracked via sophisticated analytics software and regular reports will be provided to ensure that content stays relevant, targeted and effective.

The following digital strategies will be featured in the 2010-2011 ThinkFirst Social Media Campaign:

1) Enhanced Facebook Fan Page:

Pure Marketing and Media launched the ThinkFirst Missouri Facebook fan page in the fall of 2009. The Facebook fan page was designed to attract, engage and retain fans between the ages of 13 and 21. The page features regular discussion threads, video clips, and photos from school programs. The interactive nature of the page enables teens to drive the content by creating dialogue about teen driving and risk taking. The number of fans on the page has enjoyed steady and sustained growth (1,254 fans as of 4/16/2010).

As with any media strategy, it is important to stay fresh and relevant to the target audience. With this in mind, during 2010-2011, Pure Marketing and Media will further develop the current fan page by continuing to update the status field and reply to discussion threads, adding relevant video, news stories and interactive web sites, and incorporating original tab functions. Original tab functions may include VIP stories and videos, as well as images and narratives from VIP speakers. Adding a VIP tab to the current Facebook fan page is an important next-step as it will allow users to recognize and connect with the VIP speaker(s) who spoke at their school.

At least once each day, Pure Marketing and Media staff and/or ThinkFirst will review and manage the enhanced ThinkFirst Facebook fan page to monitor activity, reply to posts, and add/or change content as needed. User participation will be tracked and reported.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

ThinkFirst Missouri will be responsible for tracking and reporting the total number of ThinkFirst presentations (including ThinkFirst Greater Kansas City presentations) presented at schools, worksites, and community organizations. In addition, ThinkFirst will provide a report of the number of digital contacts tracked on the Facebook application and a full report of the outcome of the young blogger outreach initiative and Web-based viral video.

Quarterly progress reports will be submitted to the Missouri Department of Transportation, Highway Safety Division as well as a year-end report thirty (30) days after the end of the contract period. The quarterly evaluations and year-end report will include, but may not be limited to:

- Number and location of presentations delivered during the contract year
- Number of students, employees, and members of community organizations who attended presentations
- Digital traffic information related to strategies featured in Social Media Campaign
- Copy of educational and promotional materials
- Letters of support and/or thanks for presentations
- Essay or questionnaire information
- Newspaper articles, newsletter features, media coverage, etc.
- Other programs involved in (e.g., Missouri Coalition for Roadway Safety/Blueprint Committee, Missouri Injury and Violence Prevention Advisory Committee, ThinkFirst National Injury Prevention Foundation, Young Traffic Offenders programs, legislative support, etc.)

RESULTS:

STRATEGY #1

Deliver eighty-five (85) ThinkFirst traffic safety presentations statewide.

RESULTS:

1. A total of 14,683 Missouri students received traffic safety education from the ThinkFirst traffic safety assembly program delivered via seventy (70) presentations at sixty (60) schools.
2. A total of 2,524 Missourians received traffic safety education from the ThinkFirst Corporate/Community Traffic Safety Program delivered via thirty-seven (37) presentations at thirty-four (34) worksites/organizations.
3. COMBINED, the Columbia-based ThinkFirst Missouri chapter delivered one hundred seven (107) presentations at ninety-four (94) sites reaching 17,207 Missourians statewide during FY 10-11.
4. In addition to conducting the traffic safety programs listed above, ThinkFirst Missouri participated in thirty-two (32) additional traffic safety activities during FY 10-11.
5. The following traffic incentive items were purchased and distributed during FY 10-11:
 - 3,000 Music download cards redeemable after completion of short survey
 - 2,500 Buckle up air fresheners with ThinkFirst Facebook page promo sticker
 - 250 Number one-shaped compressed t-shirts with safety messages
 - 10,000 Lifesavers candies with ThinkFirst Facebook page promo sticker
 - 1,000 lip balm tubes with ThinkFirst logo and website
 - 5,000 Silly Bandz rubber band bracelets in shape of #1

STRATEGY #2

Deliver fifty (50) ThinkFirst traffic safety presentations to students throughout the Kansas City area via a subcontract with ThinkFirst Greater Kansas City.

RESULTS:

1. A total of 17,284 Kansas City, Missouri-area students received traffic safety education from ThinkFirst Greater Kansas City via eighty-three (83) presentations conducted at fifty-two (52) schools.
2. COMBINED, the Columbia-based ThinkFirst Missouri chapter and the ThinkFirst Greater Kansas City chapter provided 152 presentations in 112 schools reaching 31,967 students during FY 10-11.
3. ThinkFirst Greater Kansas City Co-chapter directors, Rose Simone and Cynthia Randazzo, attended the 2011 National ThinkFirst Conference on Injury Prevention and helped conduct a community safety event in the host city of Denver, CO.

STRATEGY #3

Participate in two professional development workshops or conferences.

RESULTS:

1. ThinkFirst staff delivered two presentations, exhibited at, and conducted a community safety event at the 2011 National ThinkFirst Conference on Injury Prevention. In addition, ThinkFirst Missouri speaker, Chad Burton, received the renowned National ThinkFirst VIP Speaker of the Year Award at this conference.
2. ThinkFirst Missouri Director, Michelle Gibler, exhibited at and attended the 2011 Governor's Highway Safety Association National Conference in Cincinnati, OH.

STRATEGY #4

2,327 Fans at 1.5 YR mark
2,631 Fans on May 31, 2011 (after 20 months & at conclusion of spring 2011 assembly schedule)

Number of fans increased as number of students reached increased

Majority of fans were in the target demographic, age 13-24
Fan interactions spiked after assembly presentations, but the interactions were short-lived

Interaction indicators ("Likes" & comments) were respectable, but should be more consistent & sustained

The greatest number of views and feedback arose from photos and posts about the assembly, especially when students appeared in the photos. Lowest feedback and impressions occurred after evening and late night posts (6pm-midnight)

Conclusions:

After much discussion and guidance from new media experts at the School of Journalism, ThinkFirst decided to temporarily suspend its current Facebook "page" format and introduce a "group" format. The new "group" format provided an ethical digital space where VIPs could engage safely with minor-age students on the topic of traffic safety. Adopting the "group" format, available during the summer of 2011, was intended to place ThinkFirst in a better position to increase interactions among students and VIPs and achieve a more consistent user-base.

Future Plans:

The following list includes ideas for future expansion of ThinkFirst social media interventions for teens (in no particular order):

- Build new media content by gathering more photos, video clips, blog posts, photo collages and other images compelling to teens.
- 1. Work with all ThinkFirst VIP speakers to create and share their personal stories in social media spaces.
- 2. Regularly review analytics data and modify approach as appropriate.
- 3. Augment Facebook strategy with enhanced Twitter and You Tube initiatives.
- 4. Model public health campaigns demonstrating efficacy with social media campaigns for teens.
- 5. Equip ThinkFirst VIPs with cameras to enable them to capture real-life video/photo content for posting.
- 6. Increase user-generated content (UGC) by students. Because teens tend to share content they create more than anything else on social media networks, ThinkFirst should look for ways to increase UGC.
- 7. Boost interaction through engaging conversations, contests, surveys, give-aways, etc.
- 8. Reach out to recruit participation from high school journalists and community youth groups.

Social Media Campaign Summary:

During FY 2010-2011, the ThinkFirst Facebook page grew into a popular campaign with high relevance to teens. It is currently considered the most important reinforcement program conducted by ThinkFirst. Hosting a Facebook page, however, does not come without its own challenges. As Facebook continually upgrades its platform to engage users, ThinkFirst will also need to regularly upgrade its platform and content to remain relevant to and connected with teen users.

FUNDING:

402 / 20.600: 307,384.44

HS CONTACT:

Carrie Wolken
P.O. Box 270
1320 Creek Trail Drive
Jefferson City, MO 65102
1-800-800-2358

Promote the mission and programs of ThinkFirst by delivering presentations, attending, and/or exhibiting at statewide conferences.

RESULTS:

ThinkFirst staff exhibited and/or delivered presentations at the following statewide conferences to promote ThinkFirst as a statewide traffic safety resource:

Mo Association of Secondary School Principals Conference (Columbia)
Mo School Counselors Association Conference (Osage Beach)
Mo Association of Health, Physical Education, Recreation & Dance Conf (Osage Beach)
Mo Coordinated School Health Conference (Columbia)
Mid-America Safety and Health Conference (Branson)
Mo Annual Traffic and Safety Conference (Columbia)
Mo Association of Court Administrators (Osage Beach)
Mo Journalism Teachers Summer Institute (Columbia)
Mo Issues in Workers' Compensation Annual Meeting (Osage Beach)
Mo Emergency Medical Services Conference (Branson)

STRATEGY #5

Expand the ThinkFirst Social Media Campaign for teens.

RESULTS:

Project Background:

ThinkFirst Missouri launched its first Facebook page for teens on October 1, 2009, with support from 2009-2010 MoDOT funding. Based on teen response and digital interaction indicators, the YR 1 Facebook initiative was deemed a highly successful reinforcement tactic among teens. Continued funding from MoDOT during 2010-2011 allowed ThinkFirst to expand, refine and evaluate its social media campaign for a second year.

Purpose & Methods:

The primary purpose of the ThinkFirst Facebook page is to reinforce the traffic safety messages presented during the assembly by engaging teens through digital media during the days, weeks and months following the program. The campaign combines the best feature of the ThinkFirst presentation (powerful personal story of a VIP crash survivor) with the social media platform most popular with teens, Facebook. The Facebook page was promoted at each school through a personal invitation from the VIP speaker during the assembly. Reminder/incentive items (buckle up air fresheners and Lifesavers candies) were distributed to help students remember to fan the page after the assembly.

Change in Plan for Digital Media Vendor:

ThinkFirst planned to partner with Pure Marketing and Media to provide on-going strategic, creative and technical assistance to its Facebook initiative throughout FY 10-11. Unfortunately, ThinkFirst experienced lack luster performance from Pure early in the contract year and decided it would be best to terminate the arrangement and seek media assistance from a different vendor. Prior to making this move, ThinkFirst contacted MoDOT contract manager Carrie Wolken to discuss the situation and obtain approval to secure technical assistance from a different media provider. Ms. Wolken was supportive of this decision.

Partnership with University of Missouri School of Journalism:

To obtain technical assistance and recommendations for new digital media providers, ThinkFirst staff tapped into the expertise of the faculty of the MU School of Journalism. Reaching out for advice from the School of Journalism evolved into a highly rewarding and productive year-long partnership. This partnership produced the following creative projects:

- 1) Partnered with two MU seniors (Paul Rolfe and Denisha Thomas) who selected ThinkFirst as their semester-long Convergence Journalism Capstone Project.
- 2) Hired a part-time Social Media Intern from the School of Journalism. Senior Zachary "Chase" Koeneke was hired in May 2011 to provide site management, digital assessment and technical assistance to keep the Facebook intervention targeted and relevant to teens. He also created ThinkFirst VIP-specific content and provided graphic design services.
- 3) Partnered with School of Journalism adjunct faculty member Stephanie Padgett of Walch Communications to create & implement the first ever ThinkFirst Social Media Training experience. As part of this training endeavor, Walch Communications helped ThinkFirst establish guidelines for social media conduct for ThinkFirst VIPs, staff and volunteers. The statewide training was held in Columbia, MO on July 27-28, 2011 and was attended by thirty (30) VIP speakers, chapter directors, staff members and volunteers. A list of attendees, agenda, and evaluations is available upon request.
- 4) Partnered with MU Professor Roger Gafke of the Reynolds Journalism Institute to provide a presentation to attendees of the Missouri High School Journalism Teachers Summer Institute. The purpose of the presentation was to encourage high school journalism teachers to recruit students to create media pieces on the topic of traffic safety and ThinkFirst.

ThinkFirst Facebook Page Results via "Insights" analytics
1,825 Fans at 1 YR mark

PROJECT TITLE:

Highway Safety Course Delivery

PROJECT NUMBER:

11-EM-02-1

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

University of MO Curators

AGENCY CONTACT:

Mr. Craig David

PROJECT DESCRIPTION:

Within the next 12 months, MU FRTI will offer the following courses three times each to a total of approximately 180 firefighters and emergency responders across the state to improve their knowledge and capability to safely and competently respond to highway emergencies.

Emergency Vehicle Driver Training (16 hours)

The learning objective of this course is to reduce the risk of accidents involving responders and citizens by making sure new and existing emergency vehicle drivers develop safe and competent driving skills. This course incorporates the major elements of a comprehensive driver training and safety program, including classroom instruction, a competency course and testing. The intent of the Emergency Vehicle Driver Training course is to teach the students to use their own thought processes and make them aware of the tragedy, financial loss, legal and moral responsibilities they have when operating emergency vehicles.

The course meets portions of NFPA 1002, Standard on Fire Apparatus Driver/Operator Professional Qualifications, and NFPA 1500, Standard on Fire Department Occupational Safety and Health Program. The course has been approved for: Missouri POST Program - approves this General Law Enforcement Course for continuing education in the area of 6 hours Technical - 3 hours Legal - 3 hours Skill; also approved by EMS for CEUs-Preparatory-16.

Traffic Control for the Emergency Responder (8 hours)

In today's "legally accountable" society, simply shutting the roadway down around an accident has become an unacceptable practice. This course is designed to provide all emergency responders with a basic knowledge of response and traffic control techniques, so they can effectively manage the safety of all on-scene personnel and the motoring public. Topics include understanding legal aspects of traffic control by emergency responders, apparatus response and positioning and proper scene and traffic control techniques.

Using video and photo presentations, case studies and practical exercises, the student will develop the necessary skills to safely and effectively control traffic movement through an emergency incident while limiting exposure to the emergency responder. This course meets applicable portions of NFPA 1006, Rescue Technician Professional Qualification, 2003 - Chapter 5-2.3 Common types of rescuer and victim risks; scene control barriers, and Chapter 8-1.2 Traffic control flow and concepts. This course has been approved for: Missouri POST Program approves this General Law Enforcement Course for continuing education in the area of 2 hrs Technical-2 hrs Legal-4 hrs Skill; also approved by EMS for CEUs-Preparatory-8.

Vehicle Rescue: Technician (16 hours)

Today vehicle extrication is as much a part of the fire service as firefighting. Therefore, MU FRTI offers a course to teach the tools and techniques required to remove an entrapped victim from a vehicle accident. The learning objective of this course is to teach emergency responders to establish scene control and successfully implement rescue mitigation procedures for handling a vehicle incident involving rescue. Emphasis is on proper use of powered and manual rescue tools and air bags, coordination with EMS personnel, vehicle designs, IMS and safety considerations.

Participants will have the chance to apply these techniques in practical applications. This course meets Chapter 8 of NFPA 1006, Vehicle and Machinery Rescue Technician, 2003 edition. This course will meet the vehicle extrication requirements for Firefighter I certification through the Division of Fire Safety. The course has been approved for: EMS CEUs-Non Core-16.

Educational Project Components

MU FRTI is a statewide fire training system provider for Missouri with a long and successful history of providing accredited competency-based fire and emergency response training for Missouri's emergency first responders. In past years, MU FRTI has been the provider of highway safety training to the Missouri Department of Transportation through a subcontract with the Division of Fire Safety. This year, through mutual agreement with the Division of Fire Safety, MU FRTI is applying directly to the Missouri Department of Transportation to provide the same high quality course delivery.

All courses will be taught by qualified instructional faculty of MU FRTI and will use only curricula that follow current national standards related to fire and emergency services. The MU FRTI faculty members are both full-time and part-time instructors that are certified to teach under the auspices of the Institute. The instructional faculty will be supervised and evaluated. Instruction outcomes will be monitored through direct audits and review, as well as student feedback gathered from course evaluations.

To ensure adequate enrollment and equal opportunity/access, MU FRTI will advertise the courses and provide guidance through the enrollment process to all interested parties. Descriptions of the courses, training locations and dates, and other information related to the courses will be posted on the web, sent via electronic messaging and regular mailings. Students who successfully complete the course requirements will receive a certificate of completion. MU FRTI will maintain all student records in a permanent database.

PROBLEM IDENTIFICATION:

Fire and emergency responders in Missouri are called to the scene of approximately 78 highway related incidents per day—and each time they respond they have the opportunity to reduce the severity of these incidents and possibly prevent a highway fatality. In each of these incidents the safety of the individuals involved and the first responders themselves are at stake. Reducing injuries and fatalities in highway incidents where fire safety personnel are called can only occur through continued training of those personnel.

The National Fire Incident Reporting System indicates that in 2009 there were over 27,590 requests for fire and rescue assistance on the highways of Missouri—an average of 77.7 responses per day (see Table 1). The true numbers are surely even higher and the need for training even greater, because only 84% of the departments in Missouri participate in the reporting system.

The incidents Missouri firefighters and emergency personnel are dispatched to are numerous and involve thousands of lives. Specific data drawn from the National Fire Incident Reporting System for 2009 indicate that 39% of the highway accidents involve injuries; this translates to 10,926 highway incidents in Missouri last year where injuries were involved and first responders were dispatched (see Table 1). A conservative estimate of two injured persons per incident means Missouri first responders come into contact with nearly 22,000 injured persons a year. In these cases, first responders have the opportunity to minimize harm and save lives. Training helps them do this.

Table 1.

Number of and type of highway emergency data from the National Fire Incident Reporting System, 2009

Total Requests for assistance on MO Highways: 27,590
Motor vehicle accidents with injuries: 10,926
Motor vehicle accidents: 9,047
Extrication rescues (vehicle and other): 1,177
Vehicle fires (passenger vehicles and other): 3,116
Gas or chemical spills: 964
Vehicle Accident cleanup: 1,125
Vehicle lock-outs: 1,235

Specifically, when fire and rescue personnel respond to motor vehicle accidents with injuries, they are working against the clock to treat injuries and extricate trapped individuals from the wreckage. If victims arrive at a trauma center within an hour of the accident, their likelihood of survival dramatically increases. Properly trained emergency personnel who can respond quickly means better treatment and survival of traffic accident victims.

Firefighters also respond to vehicle and equipment fires along highways. By responding to these calls, the fire departments extinguish the fires which eliminate the many hazards to the roadways and passing vehicles. Through proper techniques of fire apparatus placement and traffic control, the emergency responders lessen the potential for additional accidents resulting from secondary collisions. Again, in these situations, properly trained emergency personnel save lives.

In addition to individuals involved in highway accidents, the fire safety personnel themselves are also at high risk during highway incidents. National injury and death statistics for firefighters responding to and working accidents along highways make clear that training must be provided to respondents themselves in order to improve their own safety. The most recent data (2008) from the National Fire Protection Association indicates that 6.1% of all firefighter injuries occurred while they

were in transit, either responding to or returning to a call. In addition, 29 firefighters died in 18 vehicle crashes nationally while 4 others were struck and killed by vehicles while responding to emergency calls. These injuries occurred from the 14,950 collisions that occurred nationally while first responders were responding to or returning from calls.

Translating these national figures to Missouri means that across 28,000 emergency response calls to Missouri highways, there is the potential for over 1,700 injuries to first responders. This data makes clear that properly training first responders is a highway and road safety issue.

This is especially important because in Missouri, 80% of emergency first responders are volunteers. This means that along Missouri's highways, especially in rural areas, it is most often citizens protecting other citizens—and both deserve to be protected.

GOALS AND OBJECTIVES:

GOAL: To improve the safety of the responders and the survival outcome for victims involved in highway crashes and emergencies.

OBJECTIVES: Within the next 12 months, MU FRTI will offer highway safety-related training to firefighters and emergency responders across the state to improve their knowledge and capability to safely and competently respond to highway emergencies.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The University of Missouri Fire and Rescue Training Institute (MU FRTI) received a contract to utilize assigned federal highway safety grant funding to conduct training for Missouri emergency first responders that respond to highway emergencies. The project goal was to improve the safety of the responders and the survival outcome of victims involved in highway crashes and emergencies. The project objectives were to conduct three specific courses in each of the nine highway patrol regions of the state to improve emergency first responder knowledge and capability to safely and competently respond to highway emergencies.

Because of limited available grant funding, the project was scaled back in number of deliveries. The three selected courses were delivered five times each dispersed across the state at host locations. The courses conducted were: Emergency Vehicle Driver Training, Traffic Control for the Emergency Responder, and Vehicle Rescue Technician. The outcomes of this training produced 15 courses delivered with 351 responders trained for a total of 4,928 student instructional hours.

First Responders Trained by County and Number of Students:

Barry 7, Bates 19, Camden 2, Cape Girardeau 23, Carroll 16, Carter 5, Cass 1, Christian 6, Clark 5, Clinton 1, Dade 4, Dallas

1, Douglas 6, Greene 70, Jasper 1, Laclede 47, Lawrence 1, Lewis 1, Lincoln 27, Livingston 2, Macon 1, Nodaway 2, Oregon 1, Phelps 1, Polk 11, Reynolds 11, Saline 1, Scotland 17, St. Charles 5, St. Francois 2, Texas 2, Warren 7, Webster 3, Worth 14, Wright 28.

In review of student data voluntarily collected from course participants, it was found that the overall student composition for the project was 84 percent representing the fire service, 7 percent law enforcement, 4 percent emergency medical service, and the remaining 5 percent other emergency responders or no selection identified. Also, the data showed that emergency responders understand the importance of continuing education and training throughout their time as career or volunteer fire and emergency service responders. Based on FY11 student data, 18 percent of MU FRTI students had less than one year of in-service experience, while 49 percent had one to ten years, 17 percent has 11 to 20 years, and 12 percent had over 20 years of in-service experience. Regarding the level of formal education that student participants had completed, the highest percentage was high school graduate.

To judge the effectiveness of each course that MU FRTI presents, a course evaluation is completed by each student in the course. The evaluation form provides the opportunity for the student to give feedback through answering questions regarding six areas that include: course, visual materials, activities, printed materials, instructor(s), and classroom. A numerical rating scale is used to tabulate responses on a scale of 0 - 4 which corresponds to a letter grade of "F" to "A". MU FRTI's overall customer satisfaction rating for the courses conducted under the MoDOT Highway Safety Grant was a 3.5 equating to a "B+" average.

In addition to this report, information on this project was published, along with recognition of funding support from MoDOT, in the MU FRTI 2011 Annual Report, which is also available on-line at: www.mufrti.org/pdf/Annual_Report_2011.pdf (page10).

FUNDING:

\$23,450.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

L.E. Driving & Response Training

PROJECT NUMBER:

11-DE-02-3

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Statewide

AGENCY NAME:

Missouri Police Chiefs Association

AGENCY CONTACT:

Director Sheldon Lineback

PROJECT DESCRIPTION:

The Missouri Police Chiefs Association will provide 8-hour law enforcement tactical driving training. Over the next 12 months the MPCA will conduct 140 courses, training approximately 700 law enforcement officers and will provide the driving simulator, instructors and course materials for the training. MPCA will notify departments to market the training, conduct the training and complete all the necessary paperwork to provide P.O.S.T. continuing education credit to the officers.

PROBLEM IDENTIFICATION:

Police vehicles comprise the largest number of emergency service vehicles involved in Missouri's traffic crashes. Of the 1,423 emergency service vehicles involved in 2008 traffic crashes, 76.7 percent (1,092) were law enforcement vehicles. Law enforcement officers' on-duty annual miles of travel are, no doubt, much greater than other types of emergency service providers. A large proportion of law enforcement officers are assigned to patrol Missouri's roadways throughout their normal shift of operations for crime prevention purposes as well as to provide quick response to calls for services. There is very little tactical and defensive driving training available to the law enforcement community. This type of training is costly. Unfortunately, budgets for law enforcement agencies across the state are stretched thin and often lack budgeting resources for training and equipment needed to improve traffic safety.

GOALS AND OBJECTIVES:
Goal:

Provide tactical driving training to Missouri law enforcement officers to enhance defensive driving skills and response by law enforcement.

Objective One: Provide 140 tactical driving training courses

Objective Two: Provide the training free of charge to law enforcement agencies

Objective Three: Utilize both classroom lecture and automated driving simulator

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Police Chiefs Association conducted 107 classes and provided lecture/simulator tactical defensive driving training to 474 Missouri law enforcement officers. The optimal number of students per class is five (5) due to the extensive hands on training with the simulator. The average number of students per class provided by this project was 4.

This project has also been supported by liability carriers for local law enforcement agencies. This project has also proven to be a statewide project based on the local of officers attending the program.

Evaluations of the program by the attendees have been very strong.

FUNDING:

402 / 20.600: 57,694.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Law Enforcement Officer Driver Training

PROJECT NUMBER:

11-DE-02-4

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

Law Enforcement

AGENCY NAME:

Missouri Sheriffs Association

AGENCY CONTACT:

Mr. Gary Woodward

PROJECT DESCRIPTION:

The Missouri Sheriffs' Association Training Academy will schedule Law Enforcement Vehicle Driver Training classes on a regular basis. MSATA will continue to use its current staff to make more Law Enforcement Vehicle Driver Training available across the state.

The lesson plan objectives include the following topics:

1. The characteristics and risks of law enforcement driving
2. Different modes of law enforcement driving
3. The legal issues of law enforcement driving
4. The basic properties of vehicle dynamics
5. Problems facing night driving
6. Acceptable vehicle maintenance
7. Selection and utilization of warning devices during emergency driving
8. Utilizing threshold breaking on vehicles not ABS equipped, 9 and 3 steering and shuffle steering
9. Utilization of seatbelts and other safety devices

The law enforcement agency and/or officer will need to provide the law enforcement vehicle(s) used by the student on a regular basis for the practical application portion of the training class. This is intended to familiarize the officer with his/her own vehicle while utilizing the training principles the student is receiving.

This training class will be conducted at "LOW SPEED," meaning there is no high speed driving in the practical application portion of the class. This is not about pursuit driving.

MSATA is a Missouri POST licensed Basic Law Enforcement Training Academy, that is licensed to provide Basic Law Enforcement Training as well as Continuing Education Training to licensed peace officers.

The MSATA's main office and training facilities are in Jefferson City. However, there are 640-hour Basic Law Enforcement Training Class training sites in Mexico, Marshall, Camdenton, Waynesville, Bolivar, West Plains, Poplar Bluff, Union, Kirksville, St. Joseph, and Palmyra. There are two (2) locations, Pineville and Benton, where 300-hour Reserve Basic Law Enforcement Training Classes are conducted.

MSATA staff members will monitor the training programs through on-site monitoring and the use of evaluation forms completed by course participants.

PROBLEM IDENTIFICATION:

Due to the nature of the job, law enforcement officers spend more of their time driving their patrol cars, motorcycles and special vehicles than in any other activity associated with their many job tasks. Each year law enforcement officers are killed and injured in the line of duty due to vehicle crashes.

In 2007, there were 1,543 traffic crashes involving 1,580 emergency service vehicles in the State of Missouri. Nine people were killed and 459 people were injured in these traffic crashes. Of the 1,580 emergency service vehicles involved, 380 (24.1%) were on an emergency run at the time of the crash. The seriousness of these traffic crashes is compounded by the fact that the incident no doubt delayed or prevented the unit from responding to the original emergency situation. Crashes of

this nature are of special concern to traffic safety authorities because emergency service vehicles and, more importantly, their staff are critical public safety resources whose loss due to traffic crashes adversely affects the public welfare.

Police vehicles account for the majority of emergency service vehicles involved in Missouri traffic crashes. Of the 1,580 emergency vehicles involved in 2007 traffic crashes, 1,218 (77.1%) were law enforcement vehicles. This finding is not surprising since there are a significantly greater number of police vehicles in operation compared to ambulances and fire vehicles. In addition, many law enforcement units patrol Missouri roadways throughout their shift, while ambulances and fire vehicles are normally stationed at fixed locations until called to respond to a situation.

Law enforcement agencies cannot overlook their financial and legal obligations as a result of these traffic crashes. Agency administrators must continue to train officers to be better drivers and better prepared to deal with the many emergency and changing traffic situations in their daily duties.

GOALS AND OBJECTIVES:

GOAL:

The goal of this project is to provide more law enforcement vehicle driver training to law enforcement personnel thereby reducing the number of traffic crashes involving law enforcement vehicles and the resulting deaths and injuries.

OBJECTIVES:

- 1) Provide driver training to local law enforcement agencies and officers on a statewide basis at no cost to the agency or individual officer.
- 2) Improve the driving skills of approximately 360 law enforcement officers.
- 3) Conduct 30 Law Enforcement Vehicle Driver training classes across the state.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
 - Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Sheriffs' Association conducted 30 Law Enforcement Vehicle Driver Training workshops that were held in 15 different counties across the state at a total cost of \$11,448.67 (\$45.07 per person). A total of 254 law enforcement /public safety personnel were trained during the course of this contract.

FUNDING:

402 / 20.600: 16,777.10

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Driver Improvement Program

PROJECT NUMBER:

11-DE-02-2

PROGRAM AREA:

02

JURISDICTION SIZE:

5,000,000

TYPE OF JURISDICTION:

Statewide

TARGETED POPULATION:

All Drivers

AGENCY NAME:

Missouri Safety Center

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Under the authority of the Highway Safety Division - Missouri Department of Transportation, oversight of the Driver Improvement Program is transferred to the Missouri Safety Center. Missouri Safety Center oversight of the Driver Improvement Program will include: monitoring of existing classroom and internet providers for curriculum compliance, quality assurance visits, ensuring that classroom site providers are offering re-certification for existing instructors and proper certification of new instructors and providing informational flyers during the annual judge/prosecutor training.

PROBLEM IDENTIFICATION:

According to RSMo 302.302, the state of Missouri has in effect a point system for the suspension and revocation of licenses. Included in Section 5 of the statute is a system for waiving the assessment of points against the operator. The system shall provide that the satisfactory completion of a driver improvement program or, in the case of violations committed while operating a motorcycle, a motorcycle-rider training course approved by the Director of the Department of Public Safety, shall be required. This would apply to an operator, when so ordered and verified by any court having jurisdiction over this state, county or municipality, regulating motor vehicles, other than a violation committed in a commercial motor vehicle, or other violation committed in a commercial motor vehicle as defined in section 302.700, shall be accepted by the Director in lieu of the assessment of points for a violation pursuant to subdivision (1), (2), or (4) of subsection 1 of this section or pursuant to subsection 3 of this section. For purposes of this subsection, the Driver Improvement Program shall meet or exceed the standards of the National Safety Council's eight (8) hour "Defensive Driving Course" or, in the case of a violation which occurred during the operation of a motorcycle, the program shall meet the standards established by the Director of the Department of Public Safety pursuant to sections 302.133 to 302.138.

GOALS AND OBJECTIVES:

Goals:

Establish, maintain, and provide oversight to Missouri's statewide Driver Improvement Program.

Objectives:

1. Oversee and monitor certification of all DIP program providers and instructors.
2. Audit each program administrator and instructor to insure that they meet the requirements of the state for re-certification and issue certificates. Review new program provider applications for compliance and approve accordingly.
3. Generate an up-to-date list of approved program providers and instructors for the Missouri Department of Revenue.
4. Audit all program providers that offer courses other than the NSC or AAA standards, including a curriculum review to insure they meet the intent of the law of Missouri. This includes all classroom and internet-based providers.
5. Survey all approved providers to acquire annual training figures and publish an annual DIP status report.

EVALUATION:

The Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:

- Programs (number and success of programs held compared to planned programs, evaluations if available)
 - Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
 - Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
 - Public awareness activities (media releases, promotional events, incentive items or educational materials produced or purchased)
 - Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:

- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

DIP program providers/instructors were monitored on a monthly basis for current certification/registration of curriculum compliance. Notifications were sent, as needed, to ensure compliance standards.

Reviews were done monthly of providers/instructors. Re-certification of curriculum and registrations of instructors were done yearly (Oct). MSC hosted an annual AAA Instructor Certification and Refresher Courses in August.

An approved provider/instructor list was updated quarterly and forwarded to Missouri DOR - Driver's License Bureau, site providers, Fine Collection Center, MSC Director, and MODOT Highway Safety Grant Manager.

Classroom providers, other than NSC or AAA, were reviewed annually. Online audits were done twice a year for each approved online provider (begins in August and January).

Annual statistics of students trained, current information about class/online providers (address, phone, email address, etc), location of satellite classrooms, and instructors certified and teaching in the system were gathered the first of January for an Annual DIP Report. This report is distributed to MODOT Highway Safety Grant Manager, Missouri Dept of Revenue - Driver's License Bureau, Director of MSC, site providers, and the Fine Collection Center.

FUNDING:

402 / 20.600: 45,622.50

HS CONTACT:

Scott Jones

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Project #	Grantee	Project Title	402
402 CONTRACTS			
11-PA-02-01	MO. DIVISION OF HIGHWAY SAFETY	P & A COORDINATION	175,000.00
11-AL-03-01	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PROGRAM	40,000.00
11-EM-02-01	UNIVERSITY OF MISSOURI	HIGHWAY SAFETY COURSE DELIVERY	23,450.00
11-OP-05-01	KANSAS CITY POLICE DEPT.	OCCUPANT PROTECTION	55,000.00
11-OP-05-02	ELLISVILLE POLICE DEPT.	OCCUPANT PROTECTION	3,500.00
11-OP-05-03	MISSOURI SAFETY CENTER	YOUTH ENFORCEMENT	52,580.00
11-OP-05-04	MISSOURI SAFETY CENTER	STATEWIDE SEAT BELT SURVEY	95,300.00
11-OP-05-05	MISSOURI SAFETY CENTER	CLICK-IT OR TICKET ENFORCEMENT	132,440.00
11-OP-05-06	MISSOURI SAFETY CENTER	TEEN SEAT BELT SURVEY	48,779.00
11-PS-02-01	MO. DIVISION OF HIGHWAY SAFETY	BICYCLE AND PEDESTRIAN SAFETY	1,500.00
11-PT-02-01	KANSAS CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	235,000.00
11-PT-02-04	ST. CHARLES CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	13,000.00
11-PT-02-05	ST. LOUIS METRO POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	200,004.00
11-PT-02-06	JACKSON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	20,000.00
11-PT-02-07	INDEPENDENCE POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	170,000.00
11-PT-02-08	MO. DIVISION OF HIGHWAY SAFETY	TWEEN SAFETY PROGRAM	10,000.00
11-PT-02-09	ST. LOUIS COUNTY POLICE DEPT.	HIGHWAY SAFETY UNIT	278,317.00
11-PT-02-10	ARNOLD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATIONS	9,990.00
11-PT-02-11	BALLWIN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATIONS	4,330.10
11-PT-02-12	BELLEFONTAINE NEIGHBORS PD	AGGRESSIVE DRIVERS	6,970.00
11-PT-02-13	BRECKENRIDGE HILLS PD	HAZARDOUS MOVING VIOLATIONS	9,012.98
11-PT-02-14	BRENTWOOD POLICE DEPT.	CREATING AWARENESS FOR MOTORISTS	10,017.00
11-PT-02-15	BRIDGETON POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	10,003.50
11-PT-02-16	BYRNES MILL POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,992.00
11-PT-02-17	CALVERTON PARK POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,500.00
11-PT-02-18	CHESTERFIELD POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	7,498.00
11-PT-02-19	BELTON POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-20	BLUE SPRINGS POLICE DEPT.	HAZARDOUS/AGGRESSIVE TRAFFIC ENF	5,000.00
11-PT-02-21	BUCHANAN COUNTY SHERIFF'S DEPT.	SPEED ENFORCEMENT	5,000.00
11-PT-02-22	CASS COUNTY SHERIFF'S OFFICE	HAZARDOUS MOVING VIOLATIONS	7,000.00
11-PT-02-23	CLAY COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	9,000.00

11-PT-02-24	CLEVELAND POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	2,000.00
11-PT-02-25	GLADSTONE DPS	HAZARDOUS MOVING VIOLATIONS	9,000.00
11-PT-02-26	GRAIN VALLEY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,000.00
11-PT-02-27	GRANDVIEW POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	10,000.00
11-PT-02-28	HARRISONVILLE POLICE DEPT.	SPEED ENFORCEMENT	4,000.00
11-PT-02-29	KEARNEY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	2,500.00
11-PT-02-30	LEE'S SUMMIT POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	28,000.00
11-PT-02-31	LIBERTY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-32	LIVINGSTON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	5,000.00
11-PT-02-33	NORTH KANSAS CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	6,000.00
11-PT-02-34	PARKVILLE POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,000.00
11-PT-02-35	PECULIAR POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,000.00
11-PT-02-36	PLATTE COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	10,000.00
11-PT-02-37	CREVE COEUR POLICE DEPT.	SPEED ENFORCEMENT	5,000.00
11-PT-02-38	PLATTE COUNTY SHERIFF'S DEPT.	TRAFFIC SAFETY OFFICER	20,434.50
11-PT-02-39	DES PERES DPS	HAZARDOUS MOVING VIOLATIONS	3,200.00
11-PT-02-40	PLEASANT HILL POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	5,000.00
11-PT-02-41	PLEASANT VALLEY POLICE DEPT.	REDUCE SPEED AND SAVE LIVES	3,000.00
11-PT-02-42	RAYMORE POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	7,000.00
11-PT-02-43	RAYTOWN POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	18,000.00
11-PT-02-44	RIVERSIDE DPS	HAZARDOUS MOVING VIOLATIONS	4,000.00
11-PT-02-45	SMITHVILLE POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,500.00
11-PT-02-46	ST. JOSEPH POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	9,600.00
11-PT-02-47	EUREKA POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	22,512.28
11-PT-02-48	FERGUSON POLICE DEPT.	IS-270 ENFORCEMENT ACTIVITY	4,970.00
11-PT-02-49	FESTUS POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	14,005.00
11-PT-02-50	FLORISSANT POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	7,498.00
11-PT-02-51	FRANKLIN CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	10,000.00
11-PT-02-52	GLENDALE POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,368.00
11-PT-02-53	HAZELWOOD POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	12,491.20
11-PT-02-54	HERCULANEUM POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,597.30
11-PT-02-55	MO. DIVISION OF HIGHWAY SAFETY	STATEWIDE HMV & LE INCENTIVES	42,000.00
11-PT-02-56	JEFFERSON CO. SHERIFF'S OFFICE	HAZARDOUS MOVING VIOLATIONS	90,000.73
11-PT-02-57	JENNINGS POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00

11-PT-02-58	KIRKWOOD POLICE DEPT.	SCHOOL SAFE - HMV	13,000.00
11-PT-02-59	LAKE ST. LOUIS POLICE DEPT.	SPEED ENFORCEMENT	3,500.00
11-PT-02-60	MAPLEWOOD POLICE DEPT.	OPERATION SAFE STREETS	8,498.33
11-PT-02-61	NORTHWOODS POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,000.00
11-PT-02-62	O'FALLON POLICE DEPT.	SPEEDING/RED LIGHT VIOLATION ENFORCEMEN	14,030.40
11-PT-02-63	OLIVETTE POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,995.00
11-PT-02-64	BOLIVAR POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	5,000.00
11-PT-02-65	BOONE COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	19,000.00
11-PT-02-66	OVERLAND POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	11,987.50
11-PT-02-67	PEVELY POLICE DEPT.	AGGRESSIVE DRIVING ENFORCEMENT	17,525.00
11-PT-02-68	RICHMOND HEIGHTS POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	7,560.00
11-PT-02-69	ST. CHARLES CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	11,985.00
11-PT-02-70	ST. JOHN POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	10,017.00
11-PT-02-71	ST. PETERS POLICE DEPT.	I-70 AND HWY 364 HMV	19,995.74
11-PT-02-72	TOWN & COUNTRY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	22,000.00
11-PT-02-73	TROY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	6,479.98
11-PT-02-74	UNION POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	10,005.00
11-PT-02-75	UNIVERSITY CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,988.00
11-PT-02-76	WASHINGTON POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	6,990.00
11-PT-02-77	WEBSTER GROVES POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,500.00
11-PT-02-78	MO. DIVISION OF HIGHWAY SAFETY	LETSAC	30,000.00
11-PT-02-79	BRANSON POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	5,000.00
11-PT-02-81	MO. DIVISION OF HIGHWAY SAFETY	PI&E	18,000.00
11-PT-02-82	BUTLER CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	7,167.50
11-PT-02-83	CAMDEN CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	10,000.00
11-PT-02-84	CAMDENTON POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	2,000.00
11-PT-02-85	CAPE GIRARDEAU POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	7,000.00
11-PT-02-87	CHRISTIAN CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	12,000.00
11-PT-02-88	COLE CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-89	COLUMBIA POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	12,000.00
11-PT-02-90	GREENE CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	60,000.00
11-PT-02-91	MSHP	STEP HAZARDOUS MOVING VIOLATIONS	80,000.00
11-PT-02-92	MO. DIVISION OF HIGHWAY SAFETY	TRAINING TRAVEL SPONSORSHIP	60,000.00
11-PT-02-93	MSHP	STATEWIDE TRAFFIC ACCIDENT RECORDS SYST	97,781.50

11-PT-02-94	MSHP	SAC SUPPORT	6,277.52
11-PT-02-95	MO. DIV. OF HIGHWAY SAFETY	PTS PROGRAM COORDINATION	222,500.00
11-PT-02-96	FARMINGTON POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	7,270.00
11-PT-02-97	HAYTI POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,000.00
11-PT-02-98	HOLLISTER POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,500.00
11-PT-02-99	JACKSON POLICE DEPT.	HMV AND DWI ENFORCEMENT	5,000.00
11-PT-02-100	HOWELL COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	8,750.00
11-PT-02-101	JASPER COUNTY SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	16,260.50
11-PT-02-102	JEFFERSON CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	25,000.00
11-PT-02-103	JOPLIN POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	9,000.00
11-PT-02-104	KENNETT POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	12,000.00
11-PT-02-105	LAWRENCE CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	2,500.00
11-PT-02-106	MEXICO PUBLIC SAFETY DEPT.	HAZARDOUS MOVING VIOLATIONS	3,000.00
11-PT-02-107	MOBERLY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	2,000.00
11-PT-02-108	MONETT POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	2,200.08
11-PT-02-109	MOUNT VERNON POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,125.00
11-PT-02-110	NEOSHO POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,000.00
11-PT-02-111	NEVADA POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	2,500.00
11-PT-02-112	MISSOURI SOUTHERN STATE UNIV.	LAW ENFORCEMENT TRAINING	30,000.00
11-PT-02-113	NEWTON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-114	NIXA POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,500.00
11-PT-02-115	OSAGE BEACH DPS	HAZARDOUS MOVING VIOLATIONS	6,336.00
11-PT-02-116	OZARK POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	7,500.00
11-PT-02-117	PALMYRA POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,000.00
11-PT-02-118	PEMISCOT CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	6,000.00
11-PT-02-119	PERRYVILLE POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	6,454.50
11-PT-02-120	POTOSI POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	5,000.00
11-PT-02-121	PULASKI CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-122	REPUBLIC POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	5,000.00
11-PT-02-123	SCOTT CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	3,000.00
11-PT-02-124	SEDALIA POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-125	SIKESTON DPS	HAZARDOUS MOVING VIOLATIONS	5,000.00
11-PT-02-126	SPRINGFIELD POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	65,400.00
11-PT-02-127	ST. ROBERT POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,492.80

11-PT-02-128	MSHP	RADAR/EVOC/INSTR DEVELOP/EQUIP/MATERIAL	62,092.00
11-PT-02-129	MSHP	SKILL DEVELOPMENT	25,000.00
11-PT-02-130	STE. GENEVIEVE CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	15,000.00
11-PT-02-131	STONE CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	4,000.00
11-PT-02-132	UNIV. OF MO POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	4,654.80
11-PT-02-133	MO. DIVISION OF HIGHWAY SAFETY	GMS SUPPORT	10,000.00
11-PT-02-134	VERNON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	2,820.00
11-PT-02-135	WASHINGTON CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-136	WAYNE CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	4,000.00
11-PT-02-137	WEBB CITY POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-138	WEBSTER CO. SHERIFF'S DEPT.	HAZARDOUS MOVING VIOLATIONS	5,000.00
11-PT-02-139	WEST PLAINS POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	8,000.00
11-PT-02-140	WILLOW SPRINGS POLICE DEPT.	HAZARDOUS MOVING VIOLATIONS	3,000.00
11-PT-02-141	CARTHAGE POLICE DEPT.	SPEED ENFORCEMENT	2,268.00
11-TR-02-01	SPRINGFIELD POLICE DEPT.	PART-TIME DATA ENTRY	4,500.00
11-AI-04-01	MISSOURI SAFETY CENTER	CRASH INVESTIGATION	46,530.00
11-AI-04-02	MSHP	ACCIDENT INVESTIGATION TRAINING	62,945.50
11-CP-09-01	CAPE GIRARDEAU SAFE COMM.'S	TEAM SPIRIT LEADERSHIP TRAINING	175,685.44
11-CP-09-02	MO. DIVISION OF HIGHWAY SAFETY	YOUNG DRIVER PROGRAM	17,960.48
11-CP-09-03	UNIVERSITY OF MISSOURI	THINKFIRST MISSOURI	307,384.44
11-DE-02-01	MO. DIVISION OF HIGHWAY SAFETY	NEW DRIVER/PARENT INSTRUCTIONAL GUIDE	20,135.81
11-DE-02-02	MISSOURI SAFETY CENTER	DRIVER IMPROVEMENT PROGRAM	45,622.50
11-DE-02-03	MO. POLICE CHIEFS ASSOC.	L.E. DRIVING & RESPONSE TRAINING	57,694.00
11-DE-02-04	MO. SHERIFFS ASSOC.	L.E. OFFICER DRIVER TRAINING	16,777.10
11-DE-02-05	MO. DIVISION OF HIGHWAY SAFETY	MATURE DRIVER PROGRAM	4,000.00
11-DL-02-01	UNIV. OF MISSOURI ST. LOUIS	MO VISION EXAM REPORT	25,000.00
11-DL-02-02	WASHINGTON UNIVERSITY	FITNESS-TO-DRIVE IN OLDER ADULTS II	99,070.02
11-RS-11-01	MO. DIVISION OF HIGHWAY SAFETY	ENGINEERING COORDINATION	1,500.00
11-RS-11-02	MO. DIVISION OF HIGHWAY SAFETY	BEAP/TEAP	70,000.00
11-RS-11-03	MO. DIVISION OF HIGHWAY SAFETY	MODOT TRAFFIC & SAFETY CONFERENCE	30,000.00
11-RH-02-01	MISSOURI OPERATION LIFESAVER	HIGHWAY-RAIL SAFETY	10,000.00
11-SA-09-01	OZARK TECH. COMMUNITY COLLEGE	SAFE COMMUNITIES	42,017.42
11-SA-09-02	CAPE GIRARDEAU SAFE COMM.	CAPE GIRARDEAU SAFETY COMMUNITIES PROG	73,925.24
11-SE-02-01	MANCHESTER POLICE DEPT.	SPEED ENFORCEMENT	3,010.00

11-SE-02-02	MARYLAND HEIGHTS POLICE DEPT.	I-270 SPEED ENFORCEMENT	12,517.62
11-SE-02-03	ST. CLAIR POLICE DEPT.	SPEED ENFORCEMENT	3,519.00
11-SE-02-04	CARUTHERSVILLE POLICE DEPT.	SPEED ENFORCEMENT	2,000.00
11-SE-02-05	OZARK CO. SHERIFF'S DEPT.	SPEED ENFORCEMENT	4,000.00
11-SE-02-06	PHELPS CO. SHERIFF'S DEPT.	SPEED ENFORCEMENT	5,000.00
11-SE-02-07	ROLLA POLICE DEPT.	SPEED ENFORCEMENT	6,000.00
11-SE-02-08	STRAFFORD POLICE DEPT.	SPEED ENFORCEMENT	4,000.00
11-SE-02-09	THAYER POLICE DEPT.	SPEED ENFORCEMENT	1,408.00
11-SE-02-10	MSHP	SPEED ENFORCEMENT	65,027.00
11-CR-05-01	MO. DIVISION OF HIGHWAY SAFETY	CPS PROGRAM ACTIVITIES	6,500.00
11-CR-05-02	MO. DIVISION OF HIGHWAY SAFETY	CPS PROGRAM COORDINATION	60,500.00
11-PM-02-02	MO. DIVISION OF HIGHWAY SAFETY	OCCUPANT PROTECTION PAID MEDIA	150,000.00
11-PM-02-03	MO. DIVISION OF HIGHWAY SAFETY	YOUNG DRIVER PAID MEDIA	235,000.00
11-PM-02-04	MO. DIVISION OF HIGHWAY SAFETY	WORK ZONE PAID MEDIA	70,000.00
11-YA-03-01	MO. DIVISION OF HIGHWAY SAFETY	YOUTH ALCOHOL PROGRAM COORDINATION	69,300.00

410 CONTRACTS

11-K8-03-01	AURORA POLICE DEPARTMENT	IMPAIRED DRIVING ENFORCEMENT	3,000.00
11-K8-03-03	JACKSON COUNTY SHERIFF'S DEPT.	YOUTH ALCOHOL	11,970.00
11-K8-03-04	JACKSON COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT	23,000.00
11-K8-03-05	JACKSON COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT (WOLF PACK)	20,000.00
11-K8-03-06	JACKSON COUNTY SHERIFF'S DEPT.	DWI MULTI-OFFENDER GRANT	14,000.00
11-K8-03-08	INDEPENDENCE POLICE DEPT.	SOBRIETY CHECKPOINT	52,000.00
11-K8-03-09	ARNOLD POLICE DEPT.	DWI ENFORCEMENT (WOLF PACK)	10,656.00
11-K8-03-10	ARNOLD POLICE DEPT.	SOBRIETY CHECKPOINT	5,920.00
11-K8-03-11	BRECKENRIDGE HILLS POLICE DEPT.	SOBRIETY CHECKPOINT	4,899.00
11-K8-03-12	BRECKENRIDGE HILLS POLICE DEPT.	DWI SATURATION PATROL	2,286.20
11-K8-03-13	BYRNES MILL POLICE DEPT.	ABUSE YOU LOSE	7,504.00
11-K8-03-14	CALVERTON PARK POLICE DEPT.	SOBRIETY CHECKPOINT	4,000.00
11-K8-03-15	CHARLACK POLICE DEPT.	DWI ENFORCEMENT	3,990.00
11-K8-03-16	CHARLACK POLICE DEPT.	SOBRIETY CHECKPOINT	10,601.65
11-K8-03-17	CHESTERFIELD POLICE DEPT.	DWI ENFORCEMENT	6,624.00
11-K8-03-18	CHESTERFIELD POLICE DEPT.	SOBRIETY CHECKPOINT	9,544.25
11-K8-03-19	BLUE SPRINGS POLICE DEPT.	SOBRIETY CHECKPOINT	5,000.00
11-K8-03-20	CASS COUNTY SHERIFF'S OFFICE	DWI ENFORCEMENT/SOBRIETY CHECKPOINTS	7,000.00

11-K8-03-21	CLAY COUNTY SHERIFF'S DEPT.	SOBRIETY CHECKPOINT	6,500.00
11-K8-03-22	GLADSTONE DPS	DWI ENFORCEMENT	10,977.50
11-K8-03-23	GRAIN VALLEY POLICE DEPT.	DWI ENFORCEMENT	2,800.00
11-K8-03-24	GRANDVIEW POLICE DEPT.	DWI ENFORCEMENT	10,000.00
11-K8-03-25	HARRISONVILLE POLICE DEPT.	DWI ENFORCEMENT/SOBRIETY CHECKPOINTS	4,000.00
11-K8-03-26	LIVINGSTON CO. SHERIFF'S DEPT.	LIVINGSTON COUNTY DWI PROJECT	6,000.00
11-K8-03-27	LONE JACK POLICE DEPT.	DRUNK DRIVER ENFORCEMENT	2,000.00
11-K8-03-28	PECULIAR POLICE DEPT.	DWI ENFORCEMENT	2,500.00
11-K8-03-29	PLATTE COUNTY SHERIFF'S DEPT.	DWI CHECKPOINT	1,650.00
11-K8-03-30	PLATTE COUNTY SHERIFF'S DEPT.	WOLFPACK	2,640.00
11-K8-03-31	RAYMORE POLICE DEPT.	DWI ENFORCEMENT/SOBRIETY CHECKPOINTS	12,000.00
11-K8-03-32	RIVERSIDE DPS	DWI ENFORCEMENT	4,000.00
11-K8-03-33	SMITHVILLE POLICE DEPT.	DWI CHECKPOINT	4,500.00
11-K8-03-34	ST. JOSEPH POLICE DEPT.	DWI ENFORCEMENT	5,580.00
11-K8-03-35	ST. JOSEPH POLICE DEPT.	SOBRIETY CHECKPOINT	5,700.00
11-K8-03-36	ST. JOSEPH POLICE DEPT.	YOUTH ALCOHOL	13,600.00
11-K8-03-37	SUGAR CREEK POLICE DEPT.	DWI ENFORCEMENT	5,000.00
11-K8-03-38	EASTERN MO L.E. TRNG. ACADEMY	DRE TRAINING	10,000.00
11-K8-03-39	JEFFERSON CO. SHERIFF'S OFFICE	DWI ENFORCEMENT	134,982.29
11-K8-03-40	JEFFERSON CO. SHERIFF'S OFFICE	SOBRIETY CHECKPOINT	59,987.95
11-K8-03-41	JEFFERSON CO. SHERIFF'S OFFICE	YOUTH ALCOHOL	139,984.42
11-K8-03-42	JEFFERSON CO. SHERIFF'S OFFICE	DWI ENFORCEMENT UNIT	127,313.19
11-K8-03-43	JENNINGS POLICE DEPT.	DWI ENFORCEMENT (SATURATION)	8,416.00
11-K8-03-44	JENNINGS POLICE DEPT.	SOBRIETY CHECKPOINT	5,850.00
11-K8-03-45	LAKE ST. LOUIS POLICE DEPT.	DWI SATURATION PATROLS	3,500.00
11-K8-03-46	MANCHESTER POLICE DEPT.	DWI ENFORCEMENT	3,500.00
11-K8-03-47	MARYLAND HEIGHTS POLICE DEPT.	DWI ENFORCEMENT	10,832.52
11-K8-03-48	MOLINE ACRES POLICE DEPT.	DWI ENFORCEMENT	9,032.16
11-K8-03-49	BATTLEFIELD POLICE DEPT.	SATURATION PATROLS/SOBRIETY CHECKPOINTS	3,000.00
11-K8-03-50	BILLINGS POLICE DEPT.	DWI ENFORCEMENT	2,000.00
11-K8-03-51	O'FALLON POLICE DEPT.	DWI WOLFPACK/SATURATION PATROLS	12,994.56
11-K8-03-52	O'FALLON POLICE DEPT.	DWI/SOBRIETY CHECKPOINTS	13,896.96
11-K8-03-53	OLIVETTE POLICE DEPT.	SOBRIETY CHECKPOINT	8,756.44
11-K8-03-54	OLIVETTE POLICE DEPT.	DWI ENFORCEMENT	2,700.00

11-K8-03-55	ST. CHARLES SCHOOL DISTRICT	REDUCTION OF UNDERAGE DRINKING & DRIVING	38,027.00
11-K8-03-56	OVERLAND POLICE DEPT.	DWI ENFORCEMENT	13,012.50
11-K8-03-57	UNIVERSITY OF MISSOURI	SMART,CHEERS AND DRIVE SAFE/DRIVE SMART	236,025.36
11-K8-03-58	BOLIVAR POLICE DEPT.	DWI ENFORCEMENT	5,000.00
11-K8-03-59	BOONE CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT	19,000.00
11-K8-03-60	BOONE CO. SHERIFF'S DEPT.	YOUTH ALCOHOL	2,048.00
11-K8-03-61	ST. PETERS POLICE DEPT.	DWI SATURATION	12,015.00
11-K8-03-62	ST. PETERS POLICE DEPT.	SOBRIETY CHECKPOINT	12,015.00
11-K8-03-63	UNIVERSITY CITY POLICE DEPT.	SOBRIETY CHECKPOINT	12,515.50
11-K8-03-64	VELDA CITY POLICE DEPT.	OPERATION RED EYE	3,004.00
11-K8-03-65	VELDA CITY POLICE DEPT.	WOLFPACK	2,240.00
11-K8-03-66	WASHINGTON POLICE DEPT.	SOBRIETY CHECKPOINT	5,600.00
11-K8-03-67	WASHINGTON POLICE DEPT.	YOUTH ALCOHOL	4,992.00
11-K8-03-68	BRANSON POLICE DEPT.	DWI CHECKPOINTS/SATURATION PATROLS	7,000.00
11-K8-03-69	BRANSON POLICE DEPT.	YOUTH ALCOHOL	3,000.00
11-K8-03-70	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PI&E	30,000.00
11-K8-03-71	BUTLER CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	12,473.10
11-K8-03-72	CALLAWAY CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	8,000.00
11-K8-03-73	CAMDEN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	15,000.00
11-K8-03-74	CANTON POLICE DEPT.	DWI ENFORCEMENT	1,898.60
11-K8-03-75	CAPE GIRARDEAU CO. SD	DWI ENFORCEMENT	8,041.70
11-K8-03-76	CAPE GIRARDEAU POLICE DEPT.	DWI ENFORCEMENT	10,000.00
11-K8-03-77	CAPE GIRARDEAU POLICE DEPT.	SOBRIETY CHECKPOINT	3,500.00
11-K8-03-78	CARTERVILLE POLICE DEPT.	DWI ENFORCEMENT	3,500.00
11-K8-03-79	CARTHAGE POLICE DEPT.	DWI ENFORCEMENT	1,250.00
11-K8-03-80	CARUTHERSVILLE POLICE DEPT.	DWI ENFORCEMENT	3,000.00
11-K8-03-81	CHARLESTON DPS	DWI ENFORCEMENT	3,000.00
11-K8-03-82	CHRISTIAN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	11,000.00
11-K8-03-83	DALLAS CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	5,899.96
11-K8-03-84	FARMINGTON POLICE DEPT.	DWI ENFORCEMENT	10,000.00
11-K8-03-85	MO. DIVISION OF HIGHWAY SAFETY	TRAVEL TRAINING SPONSORSHIP	15,000.00
11-K8-03-86	MO. DIVISION OF HIGHWAY SAFETY	ALCOHOL COORDINATION	77,600.00
11-K8-03-87	GREENE COUNTY SHERIFF'S DEPT.	YOUTH ALCOHOL	50,000.00
11-K8-03-88	HOLLISTER POLICE DEPT.	DWI ENFORCEMENT	5,000.00

11-K8-03-89	JOPLIN POLICE DEPT.	FULL-TIME DWI UNIT	67,280.78
11-K8-03-90	LAMAR POLICE DEPT.	DWI ENFORCEMENT	2,500.00
11-K8-03-91	MARIES CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT	6,990.00
11-K8-03-92	MCDONALD CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	9,000.00
11-K8-03-93	MISSOURI SAFETY CENTER	STATEWIDE DWI ENFORCEMENT	261,580.00
11-K8-03-94	MOBERLY POLICE DEPT.	DWI ENFORCEMENT/SOBRIETY CHECKPOINTS	3,000.00
11-K8-03-95	MOUNTAIN VIEW POLICE DEPT.	DWI ENFORCEMENT	3,000.00
11-K8-03-96	NEOSHO POLICE DEPT.	DWI ENFORCEMENT	2,016.00
11-K8-03-97	NEWTON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	8,000.00
11-K8-03-98	NIXA POLICE DEPT.	DWI ENFORCEMENT	7,000.00
11-K8-03-99	NIXA POLICE DEPT.	SOBRIETY CHECKPOINT	7,000.00
11-K8-03-100	ORONOGO POLICE DEPT.	SOBRIETY CHECKPOINT	3,000.00
11-K8-03-101	OSAGE BEACH DPS	DWI ENFORCEMENT	6,336.00
11-K8-03-102	OZARK POLICE DEPT.	SOBRIETY CHECKPOINT	7,800.00
11-K8-03-103	PALMYRA POLICE DEPT.	DWI ENFORCEMENT	2,500.00
11-K8-03-104	REPUBLIC POLICE DEPT.	DWI ENFORCEMENT	6,000.00
11-K8-03-105	SCOTT CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	4,992.00
11-K8-03-106	STONE CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	5,000.00
11-K8-03-107	STONE CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT	6,000.00
11-K8-03-108	STRAFFORD POLICE DEPT.	DWI ENFORCEMENT	4,000.00
11-K8-03-109	THAYER POLICE DEPT.	DWI ENFORCEMENT	2,640.00
11-K8-03-110	WEBB CITY POLICE DEPT.	DWI ENFORCEMENT	8,000.00
11-K8-03-111	WEST PLAINS POLICE DEPT.	DWI ENFORCEMENT	3,287.52
11-K8-03-112	WILLOW SPRINGS POLICE DEPT.	SOBRIETY CHECKPOINT	3,000.00
11-K8-03-113	MSHP	LAKE AREA IMPAIRED DRIVING ENFORCEMENT	52,200.00
11-K8-03-114	MSHP	SOBRIETY CHECKPOINT	220,012.00
11-K8-03-115	MSHP	DWI SATURATIONS	205,056.00
11-K8-03-116	ST. LOUIS COUNTY POLICE DEPT.	BAT VAN	135,000.00
11-K8-03-117	KANSAS CITY POLICE DEPT	DWI/DRE CONFERENCE & TRAINING	2,500.00
11-K8-03-118	MO. OFF. OF PROSECUTION SVCS.	TRAFFIC SAFETY RESOURCE PROSECUTOR	116,942.28
11-K8-03-119	MO. POLICE CHIEFS ASSOC.	DITEP	23,693.16
11-K8-03-120	MSHP	DRE, BAC, SFST & DRE CONF.	40,798.40
11-K8-03-121	MISSOURI SOUTHERN STATE UNIV.	ARIDE TRAINING	4,000.00
11-K8-03-122	MO. DIVISION OF HIGHWAY SAFETY	DRE	22,500.00

11-K8PM-03-02	MO. DIVISION OF HIGHWAY SAFETY	IMPAIRED DRIVING PAID MEDIA	300,000.00
154 CONTRACTS			
11-154-AL-01	ST. CHARLES CO. SHERIFF'S DEPT	SOBRIETY CHECKPOINT	18,000.00
11-154-AL-02	MO. DIVISION OF HIGHWAY SAFETY	ALCOHOL SAFETY AWARENESS & PREVENTION	125,000.00
11-154-AL-03	MO. DIVISION OF HIGHWAY SAFETY	YOUTH ALCOHOL	23,550.00
11-154-AL-04	KANSAS CITY POLICE DEPT	SOBRIETY CHECKPOINT	135,000.00
11-154-AL-05	ST. CHARLES CO. SHERIFF'S DEPT	YOUTH ALCOHOL ENFORCEMENT	10,000.00
11-154-AL-06	ST. CHARLES CO. SHERIFF'S DEPT	DWI ENFORCEMENT	22,000.00
11-154-AL-07	ST. LOUIS METRO POLICE DEPT	DWI ENFORCEMENT	175,014.00
11-154-AL-08	ST. LOUIS METRO POLICE DEPT	SOBRIETY CHECKPOINT	24,192.00
11-154-AL-09	KANSAS CITY POLICE DEPT	DWI ENFORCEMENT	137,300.00
11-154-AL-10	KANSAS CITY POLICE DEPT	YOUTH ALCOHOL	33,700.00
11-154-AL-11	ST. LOUIS COUNTY POLICE DEPT.	SOBRIETY CHECKPOINT	50,085.00
11-154-AL-12	ST. LOUIS COUNTY POLICE DEPT.	DWI ENFORCEMENT	90,600.00
11-154-AL-13	BALLWIN POLICE DEPARTMENT	DWI DETECTION	6,985.79
11-154-AL-14	BYRNES MILL POLICE DEPT.	DWI ENFORCEMENT	10,000.00
11-154-AL-15	CREVE COEUR POLICE DEPT.	DWI OFFICER	44,247.00
11-154-AL-16	BELTON POLICE DEPT.	DWI ENFORCEMENT	3,500.00
11-154-AL-17	BELTON POLICE DEPT.	SOBRIETY CHECKPOINT	8,000.00
11-154-AL-18	CLAY COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT	8,000.00
11-154-AL-19	CLAY COUNTY SHERIFF'S DEPT.	YOUTH ALCOHOL ENFORCEMENT	5,000.00
11-154-AL-20	CLEVELAND POLICE DEPT.	CASS CO. STEP-TASK FORCE	2,000.00
11-154-AL-21	CREVE COEUR POLICE DEPT.	BAT VAN	3,100.00
11-154-AL-22	CREVE COEUR POLICE DEPT.	YOU DRINK YOU DRIVE YOU LOSE	2,250.00
11-154-AL-23	LEE'S SUMMIT POLICE DEPT.	IMPAIRED DRIVING ENFORCEMENT OPERATION	35,000.00
11-154-AL-24	CREVE COEUR POLICE DEPT.	SOBRIETY CHECKPOINT	14,000.00
11-154-AL-25	DES PERES DPS	DWI ENFORCEMENT	3,200.00
11-154-AL-26	PLEASANT HILL POLICE DEPT.	DWI ENFORCEMENT	6,000.00
11-154-AL-27	SMITHVILLE POLICE DEPT.	DWI WOLFPACK	4,800.00
11-154-AL-28	EUREKA POLICE DEPT.	DWI ENFORCEMENT	4,693.68
11-154-AL-29	EUREKA POLICE DEPT.	SOBRIETY CHECKPOINT	10,951.92
11-154-AL-30	EUREKA POLICE DEPT.	YOUTH ALCOHOL	956.12
11-154-AL-31	FESTUS POLICE DEPT.	DWI ENFORCEMENT	22,980.00
11-154-AL-33	FESTUS POLICE DEPT.	YOUTH ALCOHOL ENFORCEMENT	7,500.00

11-154-AL-34	FLORISSANT POLICE DEPT.	DWI WOLFPACK	11,592.00
11-154-AL-35	FRANKLIN CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT	15,000.00
11-154-AL-36	FRANKLIN CO. SHERIFF'S DEPT.	YOUTH ALCOHOL ENFORCEMENT	10,000.00
11-154-AL-37	FRANKLIN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	15,000.00
11-154-AL-38	FRANKLIN CO. SHERIFF'S DEPT.	DWI TRAFFIC SAFETY UNIT	90,594.40
11-154-AL-39	HAZELWOOD POLICE DEPT.	SOBRIETY CHECKPOINT	14,038.00
11-154-AL-40	HAZELWOOD POLICE DEPT.	DWI SATURATION PATROLS	6,836.40
11-154-AL-41	HERCULANEUM POLICE DEPT.	DWI ENFORCEMENT	7,200.00
11-154-AL-42	MO. DIVISION OF HIGHWAY SAFETY	DRUG RECOGNITION EXPERT	18,500.00
11-154-AL-43	BARRY COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT	5,000.00
11-154-AL-44	BARTON COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT	4,000.00
11-154-AL-45	BOONE COUNTY SHERIFF'S DEPT.	FULL-TIME DWI/TRAFFIC UNIT	50,532.26
11-154-AL-46	OVERLAND POLICE DEPT.	SOBRIETY CHECKPOINT	15,933.00
11-154-AL-47	OVERLAND POLICE DEPT.	YOUTH ALCOHOL ENFORCEMENT	4,987.50
11-154-AL-48	PEVELY POLICE DEPT.	DWI ENFORCEMENT	8,352.00
11-154-AL-49	PINE LAWN POLICE DEPT.	DWI CHECKPOINTS	10,368.00
11-154-AL-50	ST. CHARLES CITY POLICE DEPT.	DWI ENFORCEMENT	11,985.00
11-154-AL-51	ST. CHARLES CITY POLICE DEPT.	SOBRIETY CHECKPOINT	8,460.00
11-154-AL-52	ST. CLAIR POLICE DEPT.	DWI ENFORCEMENT	3,519.00
11-154-AL-53	ST. JOHN POLICE DEPT.	DWI ENFORCEMENT	12,045.00
11-154-AL-54	ST. JOHN POLICE DEPT.	SOBRIETY CHECKPOINT	9,523.00
11-154-AL-55	TROY POLICE DEPT.	DWI SATURATION	6,390.00
11-154-AL-56	TROY POLICE DEPT.	SOBRIETY CHECKPOINT	6,480.00
11-154-AL-57	UNION POLICE DEPT.	DWI WOLFPACK	12,491.00
11-154-AL-58	UNIVERSITY CITY POLICE DEPT.	DWI ENFORCEMENT	11,020.00
11-154-AL-59	BROOKFIELD POLICE DEPT.	DWI ENFORCEMENT	2,370.00
11-154-AL-60	CAMDEN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT UNIT	125,163.06
11-154-AL-61	CLARK CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	8,000.00
11-154-AL-62	COLE CO. SHERIFF'S DEPT.	SOBRIETY CHECKPOINT	10,950.00
11-154-AL-63	COLE CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	8,000.00
11-154-AL-64	COLUMBIA POLICE DEPT.	DWI ENFORCEMENT	18,000.00
11-154-AL-65	COLUMBIA POLICE DEPT.	FULL-TIME DWI UNIT	121,500.00
11-154-AL-66	CUBA POLICE DEPT.	DWI ENFORCEMENT	9,000.00
11-154-AL-67	DOUGLAS CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	3,000.00

11-154-AL-68	FAYETTE POLICE DEPT.	DWI ENFORCEMENT	2,265.92
11-154-AL-69	GREENE COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT	60,000.00
11-154-AL-70	HAYTI POLICE DEPT.	DWI ENFORCEMENT	5,000.00
11-154-AL-71	MO. DIVISION OF HIGHWAY SAFETY	SOBRIETY CHECKPOINT EQUIPMENT	49,640.00
11-154-AL-72	MO. DIVISION OF HIGHWAY SAFETY	SOUTHWEST MISSOURI DWI TASK FORCE	25,000.00
11-154-AL-73	MO. DIVISION OF HIGHWAY SAFETY	STATEWIDE DWI ENFORCEMENT	85,000.00
11-154-AL-74	HOWELL COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT	8,750.00
11-154-AL-75	JASPER COUNTY SHERIFF'S DEPT.	DWI ENFORCEMENT	20,000.00
11-154-AL-76	JEFFERSON CITY POLICE DEPT.	DWI ENFORCEMENT	25,000.00
11-154-AL-77	JOPLIN POLICE DEPT.	YOUTH ALCOHOL	4,000.00
11-154-AL-78	JOPLIN POLICE DEPT.	DWI ENFORCEMENT	11,250.00
11-154-AL-79	KENNETT POLICE DEPT.	DWI ENFORCEMENT	15,000.00
11-154-AL-80	KENNETT POLICE DEPT.	SOBRIETY CHECKPOINTS	7,124.40
11-154-AL-81	LAWRENCE CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	2,500.00
11-154-AL-83	LEBANON POLICE DEPT.	SOBRIETY CHECKPOINT	4,000.00
11-154-AL-84	MSHP	DWI TRACKING SYSTEMS (DWITS)	57,125.00
11-154-AL-85	MILLER CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	6,064.00
11-154-AL-86	MISSOURI POLICE CHIEFS ASSOC.	DITEP	35,382.30
11-154-AL-87	MISSOURI SAFETY CENTER	BREATH ALCOHOL LAB OPERATIONS	277,255.00
11-154-AL-88	MONETT POLICE DEPT.	DWI ENFORCEMENT	3,478.75
11-154-AL-89	MORGAN CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	4,000.00
11-154-AL-90	NEVADA POLICE DEPT.	DWI ENFORCEMENT	5,000.00
11-154-AL-91	MISSOURI SAFETY CENTER	IGNITION INTERLOCK MONITOR	75,020.00
11-154-AL-92	MISSOURI SAFETY CENTER	SFST COORDINATION	137,005.00
11-154-AL-93	MISSOURI SAFETY CENTER	SOBRIETY CHECKPOINT SUPERVISOR TRAINING	51,150.00
11-154-AL-94	MISSOURI SOUTHERN STATE UNIV.	ALCOHOL PROJECTS	69,000.00
11-154-AL-95	MO. DEPT. OF REVENUE	APPEALS ATTORNEY AND PARALEGAL	126,244.00
11-154-AL-96	MO. DEPT. OF REVENUE	DOR AND LAW ENFORCEMENT TRAINING	20,800.00
11-154-AL-97	MADD	MADD COURT MONITORING PROJECT	114,790.00
11-154-AL-98	OFFICE OF STATE COURTS ADMIN.	DWI COURT PROJECTS	294,903.80
11-154-AL-99	PHELPS CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	10,000.00
11-154-AL-100	PIKE CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	4,000.00
11-154-AL-101	POPLAR BLUFF POLICE DEPT.	DWI ENFORCEMENT	10,019.25
11-154-AL-102	POTOSI POLICE DEPT.	DWI ENFORCEMENT	4,000.00

11-154-AL-103	REPUBLIC POLICE DEPT.	SOBRIETY CHECKPOINT	5,280.00
11-154-AL-104	ROLLA POLICE DEPT.	SOBRIETY CHECKPOINT	6,875.00
11-154-AL-105	ROLLA POLICE DEPT.	DWI ENFORCEMENT	6,000.00
11-154-AL-106	SPRINGFIELD POLICE DEPT.	YOUTH ALCOHOL	50,000.00
11-154-AL-107	SPRINGFIELD POLICE DEPT.	DWI ENFORCEMENT	64,000.00
11-154-AL-108	SPRINGFIELD POLICE DEPT.	SOBRIETY CHECKPOINT	18,000.00
11-154-AL-109	ST. ROBERT POLICE DEPT.	SOBRIETY CHECKPOINT	7,425.00
11-154-AL-110	MO. OFF. OF PROSECUTION SVCS.	TRAFFIC SAFETY RESOURCE PROSECUTOR	174,957.41
11-154-AL-111	MSHP	DRE, BAC, SFST & DRE CONF.	66,716.00
11-154-AL-112	UNIV. OF MO POLICE DEPT.	DWI ENFORCEMENT	8,378.64
11-154-AL-113	VERNON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	6,000.00
11-154-AL-114	WASHINGTON CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	4,000.00
11-154-AL-115	WAYNESVILLE POLICE DEPT.	DWI ENFORCEMENT	3,260.00
11-154-AL-116	WEBSTER CO. SHERIFF'S DEPT.	DWI ENFORCEMENT	5,000.00
11-154-AL-117	JACKSON COUNTY SHERIFF'S DEPT.	JACKSON COUNTY TRAFFIC UNIT	181,563.33
11-154-AL-118	INDEPENDENCE POLICE DEPT.	DWI WOLF PACK	120,000.00
11-154-AL-119	KANSAS CITY POLICE DEPT	BORKENSTEIN COURSE	2,500.00
11-154-HE-01	MO. DIVISION OF HIGHWAY SAFETY	HAZARD ELIMINATION	24,000,000.00
11-164-HE-01	MODOT FINANCIAL SERVICES	HAZARD ELIMINATION	1,676,021.00

408 CONTRACTS

11-K9-04-01	MO. DIVISION OF HIGHWAY SAFETY	TRAFFIC RECORDS PROGRAM COORDINATION	5,000.00
11-K9-04-02	UNIVERSITY OF CENTRAL MO	LOCAL CRASH DATA REPORTING (CONTRACTOR)	100,000.00
11-K9-04-03	REJIS	LETS 2010-2011 HOSTING & SUPPORT	92,991.00
11-K9-04-04	MISSOURI SAFETY CENTER	LETS SOFTWARE TRAINING	6,490.00
11-K9-04-05	MSHP	STAR/MUAR REVISION	251,510.57
11-K9-04-06	OSCA	TRAFFIC DISP/ ROC REPORTING	174,988.15
11-K9-04-07	MO. DIVISION OF HIGHWAY SAFETY	GPS LINE WORK BASE MAP	130,000.00
11-K9-04-08	DEPT. OF HEALTH & SENIOR SVCS.	EMS RUN ELECTRONIC REPORTING	130,000.00
11-K9-04-09	DELETE		0.00
11-K9-04-10	MO. DIVISION OF HIGHWAY SAFETY	LETS SOFTWARE SUPPORT	10,000.00
11-K9-04-11	DELETE	GPS LOCATION TOOL	0.00
11-K9-04-12	DELETE	CRASH REPORT DATA QUALITY CONTROL	0.00
11-K9-04-13	MO. DIVISION OF HIGHWAY SAFETY	LETS EXECUTIVE MEETINGS	1,000.00
11-K9-04-14	MO. DIVISION OF HIGHWAY SAFETY	TRAFFIC RECORDS ASSESSMENT	50,000.00

11-K9-04-15	TAFFIC AND HIGHWAY SAFETY DIVISION	TRAFFIC CRASH REPORT RMS INTERFACE	25,000.00
2010 CONTRACTS			
11-K6-12-01	MO. DIVISION OF HIGHWAY SAFETY	MOTORCYCLE SAFETY PROGRAM	313,371.35
11-K6-12-02	MSHP	MOTORCYCLE TESTING STANDARDS TRAINING	10,020.00
2011 CONTRACTS			
11-K3-05-01	MISSOURI SAFETY CENTER	CLICK-IT-OR-TICKET CPS	339,680.00
11-K3-05-02	MO. DIVISION OF HIGHWAY SAFETY	CHILD PASSENGER SAFETY 2011d	300,000.00
11-K3-05-03	CHESTERFIELD POLICE DEPT.	CPS/TRAFFIC SAFETY	29,236.00
11-K3PM-05-01	MO. DIVISION OF HIGHWAY SAFETY	CPS PAID MEDIA	150,000.00
TOTAL			40,107,734.26

PLANNING AND ADMINISTRATION	175,000.00
POLICE TRAFFIC SERVICES	3,020,269.46
ALCOHOL PROJECTS	1,289,570.21
ALCOHOL ENFORCEMENT	4,864,718.27
YOUTH ALCOHOL	432,615.04
OTHER YOUTH PROJECTS	315,140.73
OCCUPANT PROTECTION	286,240.00
CHILD PASSENGER SAFETY	735,916.00
MATURE DRIVER PROJECTS	128,070.02
ENGINEERING SERVICES	101,500.00
SAFE COMMUNITIES	115,942.66
PUBLIC INFORMATION & EDUCATION	749,859.80
PEDESTRIAN AND BICYCLE SAFETY	1,500.00
HIGHWAY/RAIL SAFETY	10,000.00
PAID MEDIA	905,000.00
DATA PROGRAM INCENTIVE	951,979.72
MOTORCYCLE SAFETY	323,391.35
154HE TRANSFER FUNDS	24,000,000.00
164HE TRANSFER FUNDS	1,000,000.00
	39,406,713.26